

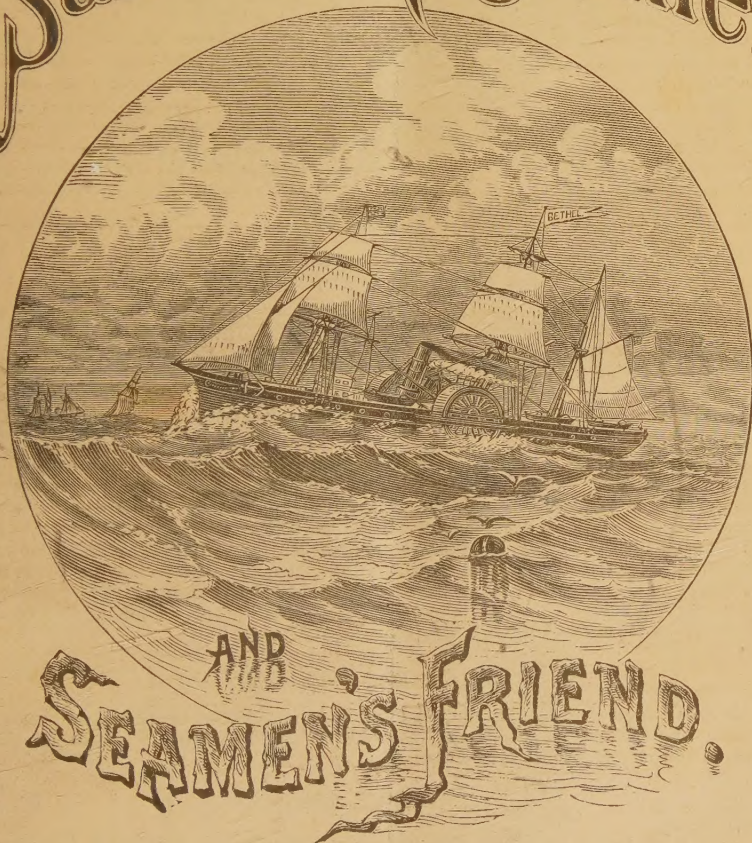
Whole No.
548

APRIL, 1874.

Vol. XLVI.
No. 4.

THE

Sailors' Magazine,



AND
SEAMEN'S FRIEND.

AMERICAN SEAMEN'S FRIEND SOCIETY,
80 Wall Street, New York.

Terms: ONE DOLLAR per Annum, IN ADVANCE.



CONTENTS.

MAGAZINE.	PAGE	MAGAZINE.	PAGE
The World's Commerce.....	97	Mobile, Ala.....	121
About Dr. Jewell's Book.....	108	New Orleans, La.....	121
The Shipping Law--Important Decision by Judge Woodruff.....	108	A Sailor's Letter.....	122
Obituary--Rear Admiral Lanman...	114	Sailor's Home, New York.....	122
A Memorial Service.....	114	Position of the Planets for April, 1874...	123
Correspondence, Reports, &c.....	114	Disasters in February, 1874.....	123
Forty-first Annual Report of the Hono- lulu Chaplaincy.....	114	Receipts for February, 1874.....	123
Antwerp, Belgium.....	117		
Genoa, Italy.....	118	LIFE BOAT.	
Buffalo, N. Y.....	119	A Young Sailor's Gratitude.....	125
Norfolk, Va.....	120	Why He Got the Place.....	125
Wilmington, N. C.....	120	Library Reports.....	126
Charleston, S. C.....	120	Switched Off.....	127
Savannah, Ga.....	121	A Touching Incident.....	127
Pensacola, Fla.....	121	Christ.....	128
		As the Twig is Bent, the Tree's Inclined.	128
		An Orphan's Prayer.....	128

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND.

THE SAILORS' MAGAZINE AND SEAMEN'S FRIEND, a monthly pamphlet of thirty-two pages, will contain the proceedings of the American Seamen's Friend Society, and its Branches and Auxiliaries, with notices of the labors of local independent Societies, in behalf of Seamen. It will aim to present a general view of the history, nature, progress and wants of the SEAMEN'S CAUSE, commending it earnestly to the sympathies, the prayers and the benefactions of all Christian people.

It is designed also to furnish interesting reading matter for Seamen, especially such as will tend to their spiritual edification. Important notices to Mariners, memoranda of disasters, deaths, &c., will be given. It will contain correspondence and articles from our Foreign Chaplains, and of Chaplains and friends of the cause at home. No field at this time presents more ample material for an interesting periodical. To single subscribers \$1 a year, invariably in advance. It will be furnished Life Directors and Life Members gratuitously, *upon an annual request for the same*. POSTAGE in advance—quarterly, at the office of delivery—within the United States, *twelve cents a year*.

THE SEAMEN'S FRIEND

Is also issued as an eight page monthly tract adapted to Seamen, and gratuitously distributed among them. It is furnished Auxiliary Societies for this use, at the rate of one dollar per hundred.

THE LIFE BOAT.

This little sheet, published monthly, will contain brief anecdotes, incidents, and facts relating to Sea Libraries.

Any Sabbath-School that will send us \$20, for a loan library, shall have fifty copies gratis, monthly, for one year, with the postage prepaid by the Society.

In making remittances for subscriptions, always procure a draft on New York, or a *Post Office Money Order*, if possible. Where neither of these can be procured, send the money *but always in a REGISTERED letter*. The registration fee has been reduced to *fifteen cents*, and the present registration system has been found by the postal authorities to be virtually an absolute protection against losses by mail. *All Postmasters are obliged to register letters whenever requested to do so.*



Vol. 46.

APRIL, 1874.

No. 4.

THE WORLD'S COMMERCE.

The following comparison shows the imports, exports and populations of the leading commercial nations at the dates nearest (in accessibility) to 1855 and 1872, indicating the commercial development of the seventeen years preceding 1873 :

GREAT BRITAIN—		1854.	1872.
Imports.....	\$763,000,000		\$1,767,000,000
Exports.....	579,000,000		1,281,000,000
Total commerce.....	\$1,342,000,000		\$3,048,000,000
Population.....	27,620,000	1854.	1872.
			32,000,000
UNITED STATES—		1854-55.	1872-73.
Imports.....	\$261,500,000		\$642,000,000
Exports.....	275,200,000		522,000,000
Total commerce.....	\$536,700,000		\$1,164,000,000
Population.....	27,000,000	1855.	1873.
			41,000,000
FRANCE—		1854.	1872.
Imports.....	\$361,000,000		\$689,500,000
Exports.....	390,500,000		739,500,000
Total commerce.....	\$751,500,000		\$1,429,000,000
Population....	35,750,000	1854.	1872.
			36,100,000
BELGIUM—		Av. of 1856-60.	1871.
"General" imports.....	\$179,000,000		\$488,000,000
"General" exports.....	169,000,000		511,400,000
Total "general" commerce.....	\$348,000,000		\$999,400,000
Population.....	4,530,000	1856.	1871.
			5,100,000

GERMANY (including Zollverein, Hamburg and Bremen)—

	1858.	1872.
Imports*.....	\$266,000,000	\$500,000,000
	1858.	1871.
Population.....	33,500,000	39,400,000

AUSTRIA—

	1850.	1869.
Imports.....	\$80,000,000	\$222,000,000
Exports.....	50,000,000	225,000,000

Total commerce.....	\$130,000,000	\$447,000,000
---------------------	---------------	---------------

	1850.	1869.
Population.....	36,500,000	35,904,000

RUSSIA (in Europe)—

	1859.	1870.
Imports.....	\$108,000,000	\$248,000,000
Exports.....	119,000,000	267,000,000

Total commerce.....	\$227,000,000	\$515,000,000
---------------------	---------------	---------------

	1859.	1870.
Population.....	65,000,000	71,000,000

ITALY—

	1857.	1872.
Imports.....	\$81,000,000	\$261,000,000
Exports.....	80,000,000	257,000,000

Total commerce.....	\$161,000,000	\$518,000,000
---------------------	---------------	---------------

	1854.	1872.
Population.....	18,850,000	27,000,000

SPAIN—

	1861.	1867.
Imports.....	\$101,000,000	\$80,000,000
Exports.....	63,500,000	59,000,000

Total commerce.....	\$164,500,000	\$139,000,000
---------------------	---------------	---------------

	1860.	1867.
Population.....	15,600,000	16,370,000

NETHERLANDS—

	1855.	1869.
Imports.....	\$141,000,000	\$236,000,000
Exports.....	129,000,000	208,000,000

Total commerce.....	\$270,000,000	\$444,000,000
---------------------	---------------	---------------

	1855.	1869.
Population.....	3,433,000	3,650,000

SWEDEN—

	1857.	1869.
Imports.....	\$23,500,000	\$38,000,000
Exports.....	21,500,000	35,000,000

Total commerce.....	\$45,000,000	\$73,000,000
---------------------	--------------	--------------

	1857.	1869.
Population.....	3,660,000	4,100,000

The following statement gives, in a more compendious form, the results arrived at in the preceding table. The first column represents

* Exports not to be obtained.

the imports and exports combined of each country, at the dates nearest to 1855; the second the same for the dates nearest to 1872; the third and fourth the populations of the several countries at those periods respectively:

	Total Commerce		Population	
	Dollars.			
Great Britain.....	1,342,000,000	3,043,000,000	27,620,000	32,000,000
France.....	751,500,000	1,429,000,000	35,750,000	36,100,000
United States.....	536,700,000	1,164,000,000	27,000,000	41,000,000
Belgium.....	348,000,000	999,000,000	4,530,000	5,100,000
Germany (imports only).....	266,000,000	500,000,000	33,500,000	39,400,000
Austria.....	130,000,000	447,000,000	36,500,000	35,900,000
Russia, in Europe.....	227,000,000	515,000,000	65,000,000	71,000,000
Italy.....	161,000,000	518,000,000	18,850,000	27,000,000
Spain.....	164,500,000	139,000,000	15,600,000	16,370,000
Netherlands.....	270,000,000	444,000,000	3,433,000	3,650,000
Sweden.....	45,000,000	73,000,000	3,660,000	4,100,000
Totals.....	4,241,700,000	9,276,000,000	271,433,000	311,620,000

RECAPITULATION.

Total foreign commerce of 11 countries in or about 1855.....	\$4,241,700,000
Do. do. do. do. in or about 1872.....	9,276,000,000
Increase in 17 years.....	\$5,034,300,000
Do. do per cent.....	118.5
Population in same countries in or about 1855.....	271,443,000
Do. do. in or about 1872.....	311,620,000
Increase in 17 years.....	40,177,000
Do. do per cent.....	14.8
Foreign commerce <i>per capita</i> of population in 1855.....	\$15 62
Foreign commerce <i>per capita</i> of population in 1872.....	29 76
Increase <i>per capita</i> in 17 years.....	\$14 14
Or per cent.....	90

It thus appears that, within the last seventeen years, the combined foreign commerce of the leading European and North American nations has grown from \$4,241,700,000 to \$9,276,000,000, an increase of \$5,034,300,000, or 118½ per cent. for the whole period, or at the average rate of 7 per cent. per annum. The increase in population, within the same period, has been from 271,443,000 to 311,620,000, showing an augmentation of 40,177,000, or 14.8 per cent. It will be observed that the increase in commerce has been very disproportionately large as compared with the growth of population; so that while in 1855 the commerce amounted to only \$15 62 per head of population, in 1872 it had reached \$29 76 per head, showing a *per capita* increase of 90 per cent.

For the Sailors' Magazine.

ABOUT DOCTOR JEWELL'S BOOK.*

BY ONE, THE MOST OF WHOSE LIFE HAS BEEN PASSED AT SEA AND ON
SHORE AMONG SAILORS.

The sailor has here found^a an advocate in the world of letters, to whose moral courage, and comprehension of all that pertains to his interests, he may safely commit his case with hope of good result.

Seamen, as a class, are *sui-generis*. They stand alone. All that pertains to their welfare is so far removed from the ordinary affairs of men, that they are, in a large measure, lost sight of. They are, consequently neglected, not so much for a want of humane consideration, as for the want of a knowledge of their peculiar trials, privations and necessities. As a rule, those who, on the one hand, are familiar with their disadvantages, are not gifted with the literary ability to secure for them the attention of the sympathizing and the benevolent. On the other hand, those who can command the sympathy and the moral support of the philanthropic world, are not in a condition to be familiar with the sailor's real need; and even if they were, they, too often, lack the boldness necessary to the enterprise. Inasmuch then, as the sailor himself, in general, lacks the qualifications which would enable him to plead his own cause—being more accustomed to handling the marlin-spike than the pen, and having but little knowledge of the thinking habits and social amenities of life on shore, he must necessarily suffer. His case goes by default, for the want of a skillful and brave defender.

It is not to be inferred from anything here said, that these ocean-wanderers are absolutely friendless. It must be admitted, however, that the friends they have, the *true working* friends, are "few and far between:" while the name and number of their enemies is legion. Poor Jack has well been compared to the flying fish, which finds its enemies besetting it on every hand. In its own element, the Bonito and the Dolphin chase and devour it; in the air it is the victim of the birds of prey. It is thus with the sailor. At sea, he is subject to perils of no ordinary character. Storms and disease, fire and wreck, climatic changes and exposure, ill-treatment and broken rest, undermine his health and shorten his life. On shore he is the victim of the ruffian and the "shyster," the land-shark and the crimp, the strange woman and the intoxicating bowl. He is "shanghaed," drugged, beaten and robbed almost with impunity. What wonder then, that amid pains and perils, vicissitudes and changes, exposure and fraud, brutality and disease, his life is reduced to a very brief limit. He has, at best, but a plank and a thread of oakum between him and death, and sometimes even less than these. The contingencies on which his life depends cannot always be provided for. Many a poor fellow has been launched into eternity by what is called accident, whose death will be charged by the great Judge of quick and dead to the passions of tyrannical officers,

* "AMONG OUR SAILORS: By J. GREY JEWELL, M. D., late United States Consul, Singapore. With an Appendix containing extracts from the Laws and Consular Regulations governing the United States Merchant Service." New York: HARPER & BROTHERS, Publishers, Franklin Square, 1874.

even where no blow has been struck and no threat made. Many a one has gone down without either shot or shroud: some from the mast-head, or from a lee-earing, some by the flapping of a sail and some by the shipping of a sea; some as the result of intemperance; some from carelessness or inexperience, having been sent to sea by the cruelty and cupidity of others; some from the incapacity and cowardice of those who are in authority, and some from the imperiousness of men whose only qualification for command or for official position was the fact of their walking the quarter-deck. Is it a wonder then, that the average of a sailor's life, after he begins to go to sea, is but twelve years, and that for every sixteen who die ashore, from the ordinary causes of mortality, eleven more die at sea, from exposure, intemperance and casualty or accident. Death is thinning the ranks of these men in so many ways, and lessening their numbers so fearfully, while the demand for their services is on the increase, that, unless some method for increasing the supply is adopted, our merchant marine will feel their loss when it is too late to remedy it.

In view of these facts, then, we hail, with more than ordinary satisfaction, the book which Doctor JEWELL has so opportunely presented to the reading and thinking public. And, while we rejoice in no man's discomfort or annoyance, we cannot truly say that we regret the disagreeableness of his passage out to the Consulate, seeing that the seed of his discontent has produced such healthy fruit.

His book is American in every sense of the word, and is written with the view of interesting the American mind, and moving the American heart. Its title is expressive of the subject matter of

which it treats. Our author has certainly been "Among our Sailors" of every grade, forward and aft, and has had a critical eye, an attentive ear, and a retentive memory for whatever is peculiar in the conditions, duties and responsibilities of both the cabin and the fore-castle. He brings to his work therefore, no faltering energy, no unknowing zeal. His acquaintance with all that pertains to the requirements of both officers and men is very rare in one who has not been bred to the sea, and he shows himself to have been a keen and thoughtful observer of the habits and manners of those he would benefit. Their pleasures and enjoyments, their jokes and their witticisms, their humor and their yarns, their follies and their foibles, their severer duties and their necessary sufferings, *all* come in for a share of his admiration, or of his deprecation, as the case may demand. He has written in a generous spirit, presenting with an unflinching firmness, the naked facts as they came before his own mind. His grasp of the subject is firm and tenacious, his facts abundant and unquestioned, and his conclusions logical. It is safe to say that he who sits down to read the book will be led along with unflagging interest from the beginning to the close.

The object he had before him in writing is concisely stated, in the preface, to be, the desire "to awaken the American people to the necessity of doing something to protect from their cruel oppressors, the unfortunate men who become sailors." And well has he performed his self-imposed task. He evidently writes "*con amore*," and will surely succeed in interesting others in the men whose necessities have taken so large a hold upon his own thought and sympathy.

He says distinctly, (pref. pp. vi and vii.): "I wish it to be understood that it is not my purpose to flatter seamen or to malign ship-owners. The relations which exist between officers and seamen are scandalous; there are good and bad men on both sides, but the bad prevail by a fearful majority, and, through an exposure of existing evils, I hope to awaken some practical interest among my countrymen for the benefit of both classes. I have no desire or intention to disguise the fact that, as a result of my experience, my sympathies are largely with the abused sailor. If American ship-owners are induced to become more generous *to*, and less exacting *of*, their officers: if they will become less avaricious, and more regardful of the human lives on board the floating coffins they send to sea; if ship-masters and mates will become more familiar with the laws and regulations governing the merchant service, and less cruel to poor Jack, my object will have been accomplished.

* * * While ship-owners, ship-masters, officers and sailors of all grades will find matter of much value to them in this work, it is to be hoped that the general reader will be sufficiently interested in the facts briefly stated, to become a defender of the American sailor, and exert some personal influence to remedy the evils I have exposed."

In pursuance of his object, he has discussed, in chapters 1 and 2, masters, or captains in their relations to the owners, to the underwriters and to the care of the ship, at sea and in foreign ports, showing that they are too poorly paid for the responsibilities that rest upon them and the difficulties they have to encounter, if they would be honest and true to themselves and to others, in the midst of such conflicting interests.

In chapter 3, he deals with captains and consuls—paints a quarter-deck scene on board a "Bully Ship" leaving port, and contrasts good and bad discipline. In chapter 4, he points out the duty of mates, their responsibilities to the captain and to the law, and refers to those defects of the law of March 3rd, 1835, which make the punishment of officers for brutality to their men, almost an impossibility, on account of the difficulty which the sailor must have to prove *motive*.

Chapters 5 and 6 discuss the methods of shipping and discharging men; the difference between the articles men are sometimes required to sign, and the true demands of the law; refers to the swindles to which seamen are exposed, and, in pointing out the remedy, eulogizes the beneficent Act of Congress passed June 7th, 1872, appointing Shipping Commissioners for the protection of seamen. He calls attention also to the rights which sailors, in foreign ports, are entitled to claim at the hands of the Consul.

Chapters 7, 8 and 9 recall some familiar and certified accounts of cruelties and brutalities to which seamen have been subject in the past, and brings out some celebrated cases into painful prominence. The limits of a Magazine article forbid the reproduction of the record of these fearful atrocities, of which Dr. JEWELL has given us but sample cases, and these *not by any means the worst* that could have been cited.

Chapter 10 examines the new Shipping Act in detail—points out its advantages to the sailor, and suggests certain weighty reasons why it is opposed by those who have heretofore considered the seamen as their own peculiar prey. It refers again to the reciprocal du-

ties of consuls and captains, defines "an arrival," technically, and treats of points of law in reference to deserters, punishments, and forfeited wages.

Chapter 11 is devoted to boys, as sailors, gives some reasons which induce them to take to the sea, and contrasts the romance which they anticipate, with the reality they are sure to meet.

Chapter 12 quotes some of the songs with which men at sea enliven their work, and gives specimens of the Munchausenisms which sometimes characterize the sailor-yarns.

Chapter 13 deals with women, as sailors, cites some remarkable instances in which female sailors have eluded detection for years; points out some of the evils attending the employment of stewardesses on board ship, and also ventilates the extortions often practised in connection with the slop-chest system.

Chapter 14 surveys the ground already covered by the book of Hon. SAMUEL PLIMSOLL, M. P., showing the perils which result to officers and seamen from the greed and cupidity of men who overload, overinsure and improperly build vessels to send to sea without regard either to their own honor, or to the lives and families of those who man and conduct them.

In chapters 15 and 16, he pays his respects to the U. S. Navy, its discipline, punishments, and the excessive cruelties of the "gag," and "sweat-box," deprecates the strife between Line and Staff officers, and compares the cost and efficiency of our vessels, man for man, and gun for gun, with the navies of England and other nations. This chapter reveals some facts that will, doubtless, be new to the reader, and which are well deserving of consideration.

In the Appendix, our author has

called attention to, and given extracts from certain laws—on the rights and duties of sailors, and the responsibilities of all that pertains to our naval and merchant marine—which are really worth more than the whole cost of the book.

One is at a loss which most to admire, the variety of the matter, the general and comprehensive grasp of the whole subject, or the acquaintance our author displays with all its phases even to the minutest detail. In short, the excellencies of the book are so many, and so prominent, that we feel great delicacy in pointing out its defects. These are but few in number, and technical in their character, and such as can by no possibility mar the symmetry of the book or in any way interfere with its usefulness. Indeed, they are such as only the eye of a sailor would detect, and we leave them for others, if they choose, to expose.

A few general remarks is all we will now offer, and these the merits of the book demand.

1. As to the scope and character of the work. The author is certainly entitled to and he should have, the thanks of every sailor of every grade, and of every true friend of the sailor, for his frank and fearless handling of a subject which has so long needed ventilating, and which so few are qualified to deal with satisfactorily.

His book is written in a spirit of philanthropy that will commend it to all who love fair dealing, whatever may be their own peculiar relation to the subject matter in hand. The advantages and the disadvantages, the good and the ill, the ups and the downs of a sailor's life, are set forth in all their reality, and with a minuteness of detail which speaks volumes for

the penetration of the author, whose descriptions of sea scenes and usages are equal in their graphic clearness and vividness to anything of the kind we have ever read. He has avoided the Scylla of undue praise or blame to the sailor, on the one hand, and the Charybdis of servile flattery and fulsome adulation of the captain and officers, on the other. He has honestly given the meed of praise, where due, to both parties, and with equal pen has pointed out that which is blame-worthy in the conduct of either, denouncing insubordination in the one, as much as oppression in the other. He has called attention to what the sailor may lawfully claim from the master, and what the captain and his officers may legitimately demand of the men. He has with even hand pointed out the duties and responsibilities of the cabin as well as of the fore-castle. So that both officers and crew may learn—if they will, more than they ever knew before of their reciprocal relations and of the duties they owe to each other. He has given us a book of facts and figures, of laws and requirements, containing such a condensed statement of what ought to be known by all who are interested in the cause of seamen, as would require a wider range of literature than can be found in any other one book on the subject. He has—with evident disinterestedness—directed attention to the difference between what the “articles” are sometimes made to demand, and what the law expressly forbids or requires. He brings before us existing laws, points out where they are defective, shows how they may be amended, and what new legislation is needed for the benefit of all concerned (p. 69.) It were well if every sailor could have a copy of this book, with its valuable appen-

dix, in his chest. A knowledge of its contents would save thousands of dollars to owners, as well as give needed instruction to their employees, and at the same time serve to materially lessen the expense of the Insurance Companies, who are called upon often to meet marine losses amounting to \$25,000,000 per annum.

Attention is also called to the evils of the slop-chest system, which our author would remedy, in some measure, by enacting a law, which he urges, regulating the price and quality of the garments disposed of like that existing in the Navy of the United States. The slop-chest is what some would call a necessary evil. Seamen are for the most part improvident, sometimes coming on a winter's coast with a stock of “dunnage” which might all be crammed into a purser's stocking. Men have been known to round Cape Horn in the dead of winter, whose whole outfit consisted of a duck frock and trowsers, and a pair of raw hide mocassins. Under such circumstances what was there for the poor fellow—who had been “beach-combing” on the coast of Chili and Peru, until stripped of every thing—but to “turn in wet and turn out smoking?”—Men in this condition need a supply of warm clothing, and, to them, the slop-chest is a blessing indeed. Yet, their necessities should not be permitted to pander to the greed of the owner of the slop-chest.—There is great fear of legislating too much, sometimes, but, there certainly could be no more objection to regulating this matter, by law, in the merchant service, than in the U. S. Navy. The fact is, if the sailor is not protected by law, he is not protected at all. This whole matter now, however, is believed to be brought within the purview of the act of 1872, (see

sections 23 and 26), and unless the efforts now making, succeed in accomplishing its repeal, it will effectually secure immunity to the sailor, by making such acts of extortion too expensive a pastime for those who are wont to indulge in them.

Another of the evils to which the author refers, is the overloading, over-insuring, and the too-rapid building—as well as the disproportion between the length and the beam—of some of our modern vessels.

Overloading and over-insuring, however, is not peculiar to American vessels, as the following extract from the *New York Evening Post*, of Tuesday, Feb. 24th, 1874, will show:

DISASTERS AT SEA—LOSS OF AN AMERICAN AND AN ENGLISH STEAMER.

On January 11th the United States steamer *Barao-de-Teffe* foundered at sea in latitude 35 14 north, longitude 66 16 west. The crew were taken off the wreck by the bark *Fair Wind*, of Liverpool, and landed at Cardiff, whence they were sent to Liverpool by the United States Consul there. Here they were received by the United States Consul. Captain Fenzar, of the American steamer *Illinois*, gave the master and officers a passage home in his steamer, and Mr. John De Costa supplied them with funds of which they stood in need.

"Scandalously overladen" is the description applied by the Board of Trade Surveyor to the steamer *Walsingham*, which left Middlesborough in December last for Christiania, and has never since been heard of. Just three days after Christmas she left the East coast with a crew of twelve men all told; and of the twelve a few knew they were going to probable death. One seaman deserted the ship, and thus saved his life. The gallant captain was sorely at a loss between his supposed duty to his owners and regard for his own safety; but he reasoned, as many have done before him in similar circumstances, that it was little use to remonstrate. So the captain sailed, merely telling his friends that he was "apprehensive of danger." The vessel was fully insured—insured, according to one witness, for £500 beyond her value.

Of a register of one hundred and ninety tons, the *Walsingham* on this voyage was laden with 399 tons of iron plates and rails and 19 tons coal—a total cargo of 418 tons. She had a freeboard of one foot four inches on the starboard side, and one foot one inch on the port side.—In summer weather, with a fine calm sea, the *Walsingham* might have reached her destination; but, sailing in December, she went to almost certain destruction.—*Liverpool Mercury*.

Our author has shown (p. 214) that the danger from rapid and cheap building is greater at this time than in former years. He quotes from authorized sources, as follows, to wit: In five years, from 1841 to 1845, there were built in the United States 4,069 vessels, of which 688 were lost, or a proportion of 17 per cent: whereas, in the five years, from 1868 to 1872, of 5,389 that were built, 2,177, or a proportion of 40 per cent., were lost. This fearful increase in the rates of disasters, with its increase of peril to seamen at large, he attributes to the desire to become suddenly rich, which induces men to contract for the building of vessels at ruinous prices in order to secure the trade, and then to skimp the work and put in poor material in order to make it pay. Short bolts are put in where long ones are needed. Iron bolts with copper heads, where bolts *all copper* are called for. Knotty, sappy, and unseasoned timber is used instead of that which is strong and well-seasoned (p. 215.) To these he adds the dangers arising from building vessels ten or eleven times longer than they are broad, building of wood instead of iron, sending them to sea short-handed, and under the command of drunken officers, all of which, he claims, increases the death rate, and adds to the already extra hazardous risks and perils of the men of the sea.

II. In reference to the second item, the brutalities of the sea, we

would say, that the reflex influence of this and other impositions on our commerce must be fearful. It is probable that the men who are interested in such wholesale frauds and cruelties, will feign unbelief in the statements of the book, or will exhibit a reckless indifference on this whole subject. But, let it be remembered that in morals as well as in physics, *action and reaction are equal*; and hence the nation cannot but feel the rebound of these cruelties, if they are permitted to go unpunished: and if she make no law to prevent their repetition, they may react fearfully on her reputation. The London *Times*, some months ago, published the Report of the Northern Hospital, at Liverpool, which states that upwards of 150 patients were received from merchant vessels *whose sufferings, in every single case were owing to mal-treatment at the hands of their officers, and that the outrages were perpetrated exclusively in foreign vessels, and ESPECIALLY in those of the American Marine.*"

The Reports of the Seamen's Retreat, on Staten Island, for the last twenty years will confirm all that has been said on this subject by Philanthropists and Judges on the other side of the Atlantic. These are the things which make us an offence and which hold up the American name to shame and reproach.

Doctor JEWELL has made out a strong case in proof of brutalities at sea. But his statements are mild compared with some which could be furnished *at first hand*, and from the affidavits of the victims themselves. Cases equal in their ferocity, aye, surpassing some of the worst cases cited were written out and handed to the editor and proprietor of a widely circulating journal in this city, for

publication. They were refused and returned to the writer with the following response: "We don't want your facts, throw them into the form of fiction and we will publish them." The truth is, "facts are stubborn things," and many are afraid to deal with them, either for fear of prospective law-suits, or for fear of offending the fastidious taste of delicate readers, who can sup on fictitious horrors, but whose sense revolts, at a true tale of blood. Nevertheless, the fact is patent. Inquisitorial torture, driven from the shore, is becoming even now re-habilitated on the sea. Pity it is that chapters 7 and 8 of Dr. JEWELL'S book could not be published in pamphlet form, and scattered so as to awaken indignation against the perpetrators of such diabolical cruelties as are therein described.

The sailor would stand some chance of redress in our Courts if the law of March 3d, 1835, could be so amended, that he would not be compelled to prove an impossibility in order to secure a conviction of the offender, as he is, in the law as it now stands. Let it be sufficient that he prove the *act of brutality unprovoked* instead of throwing upon him, as now, the onus of proving the motive, which in such case cannot be proved apart from the ACT itself.

In closing this article, we will deduce one or two practical inferences only, and leave the reader to verify this statement by reading the book for himself. And, first, the law of June 7th, 1872, appointing Shipping Commissioners, and interposing the shield of the law, backed by the strong arm of the U. S. Government, between the sailor and his oppressors, was not enacted a day too soon. IT CERTAINLY SHOULD NOT BE REPEALED, thus throwing the sailor back into

the jaws of the land-sharks. Nor must it be amended, except it be to make it more stringent, and more efficacious against the violators of the laws of humanity. Let "shanghaiing" be punished, as Dr. JEWELL suggests, by a fine of \$5,000 imposed on the ship, and imprisonment for a year on the captain or mate who connives at it, or knowingly permits it, and an effectual stopper will be clapped on all such proceedings.

Second, let there be a law defining the duties of officers and men, showing the amount of experience and ability required of mates, second and third mates, and boatswains, also, of able-bodied and ordinary seamen, landsmen and boys, in the merchant service, as there is in the Navy, and regulating the penalty to be imposed in the event of any man shipping for a position which he has not the ability to fill. The laws of Great Britain define these things very fully and clearly. (See Seaman's Manual, p. 170-172.)

Third, let the ship be subject to inspection, with a view to securing proper and roomy, and well ventilated and lighted and warmed apartments for the crew, that the health of the sailors may not be impaired by the damp, dark and unwholesome fore-castle. The laws of Great Britain require a space equal to "*nine superficial feet for every adult.*" The language of the law is, "Every place, in any ship, occupied by seamen and apprentices, and appropriated to their use, shall have a space of not less than nine superficial feet for every adult, measured on the deck or floor of such space, free from goods, properly constructed and well ventilated." (Ib. p. 200). If this law were observed in this country it would produce an entire revolution in the social life of the sailor at sea.

Fourth, let a commission be appointed whose duty it shall be, on the arrival of any vessel, on board of which any man is reported dead, or missing or injured, to inquire into the cause of the death, or injury or accident, by which any one is mutilated or rendered unfit for sea service. And where any such death or mutilation is found to have resulted from the inefficiency, neglect or cruelty of any officer or man, let the commission be authorized and *required* to proceed against such person before the properly constituted tribunals; and the evidence of guilt being established, let the crime be followed by such punishment as shall effectually intimidate men from venting their spite or passion on the helpless members of the crew. In other words, let us have a "Society for the prevention of cruelty to seamen," who shall have power to prosecute in all cases of cruelty.

It is conceded that discipline must be enforced on ship-board. The captain is necessarily an autocrat as far as *power* is concerned. In the very nature of the case, his must be the supreme authority at sea. Whatever enactments, therefore, are passed on this subject should be so framed as to protect *all* the parties concerned, and to prevent imposition on the one hand and oppression on the other. Class legislation is seldom an advantage to any cause or community. But a law for the punishment of evil doers can never react unfavorably or injuriously on the good. "The law," says the apostle Paul, 1 Tim. 1, ix, "is not made for a righteous man, but for the lawless and the disobedient." Hence, wholesome legislation must always discriminate in favor of those owners, ship-masters and officers—and they are by no means few in number, many of them Christian men—who are

conscientious and benevolent and humane toward the men who are in their employ or under their command, as well as in favor of those of the crew who are subordinate, obedient and faithful in the performance of their duty to their owners, their officers, and their fellow-seamen.

Yet once more. Let training schools and school-ships be multiplied, in which the youth of our land who desire to become seamen may be instructed in the elementary duties and mysteries of seamanship and navigation, and fitted for the responsibilities of a life at sea.

And then, on their return from sea, let them find, in every port, Seamen's Homes, and good boarding houses, under the direction and superintendence of responsible men, who shall be subject to the supervision of the SEAMEN'S FRIEND—or some other corporate—SOCIETY, having power to prevent any undue advantage being taken of the men who patronize them. So shall the American mercantile marine be freed from the disgrace now attaching to its discipline, its seamen be elevated socially and morally, and its name be purged from contempt in the eyes of the world.

THE SHIPPING LAW.

AN IMPORTANT DECISION BY CIRCUIT COURT JUDGE WOODRUFF.

COMMISSIONER DUNCAN'S INTERPRETATION OF THE CONGRESSIONAL AMENDMENT TOUCHING THE WEST INDIA TRADE SUSTAINED.

In the U. S. Circuit Court for the Eastern District, the following important decision has been rendered by Judge WOODRUFF touching the Shipping Law.

The United States of America vs. the Steamship *City of Mexico*—WOODRUFF, Circuit J.—The libel in this case is founded on the provisions of the Fourteenth Section of the Act of Congress entitled "An Act to authorize the appointment of Shipping Commissioners by the several Circuit Courts of the United States, to superintend the shipping and discharge of seamen engaged in merchant ships belonging to the United States, and for the further protection of seamen." (17 U. S. Statutes at large, 262-265).

That section imposes a penalty upon any ship, not exceeding two hundred dollars, for each offence therein specified, and it separately specifies offences which shall sub-

ject the ship to penalty by two distinct classes. First, if any person shall be carried to sea as one of the crew on board of any ship making a voyage as hereinbefore specified, without entering into an agreement with the master of the said ship in the form and manner and at the place and times hereby in such cases required, the ship shall be held liable and for each such offense shall incur a penalty not exceeding \$200: Provided always that the ship shall not be held liable for any person carried to sea," &c., &c. [describing certain cases of seclusion on board without the knowledge of any officer of the ship or false personation, &c.]

"Secondly.—If any master mate or other officer of a ship knowingly receives or accepts to be entered on board of any merchant ship any seaman who has been engaged or supplied contrary to the provisions of this act, the ship on board of

which such seaman shall be found shall, for every such seaman, be liable to and incur a penalty of a sum not exceeding two hundred dollars: Provided further that in case of desertion or casualty resulting in the loss of one or more seamen, the master may ship * * * and report the same to the United States Consul at the first port at which he shall arrive, without incurring such penalty."

Here are described two separate penalties in distinct clauses of the section, and as will presently be seen, the inquiry why both were inserted is very important and significant, for the cases mentioned therein do not on their face seem to differ. Looking at the description of the cases, without consulting any other provisions of this or other statutes or requirements of law, it may well be suggested that no person can be carried to sea as one of the crew with the knowledge of the officers of the ship without being received, accepted or entered on board, and hence the two clauses would seem to be tautological or repetitions, prescribing two penalties for the same violation of law, one for each offense not exceeding two hundred dollars. But this declaration in these separate clauses will, I think, be found a significant and important aid to the construction of the statute when the facts of this case, the other provisions of this statute and the former law and the claims here made by the counsel for the parties are more fully brought into view.

From as early as the year 1729, the statutes of England for the protection of seamen as well as the security of ship-owners, have required under penalty that no master bound to parts beyond seas shall carry any seaman or mariner to sea without first coming to an agreement with such seaman or

mariner for their wages, time of service, and other particulars specified, which agreement shall be in writing, &c. (Act of 2nd Geo. II., chap. 36, § 1), and providing expressly that the seaman shall sign such agreement (Ib., § 2). By subsequent statutes having the interest and protection of seamen constantly in view, the provisions of the act referred to have been enlarged and carried into greater detail and down to the present time the policy and even the necessity of such agreements has been recognized and this requirement kept in full force.

This subject very early engaged the attention of the Congress of the United States, and by Act of July 20, 1790, (1 U. S. Statutes at Large, page 131) it was enacted that from and after the first day of December, then next, "Every master or commander of any ship or vessel bound from a port of the United States to a foreign port, or of any ship or vessel of the burthen of fifty tons or upward, bound from a port in one State to a port in any other than an adjoining State, shall, before he proceeds on such voyage, make an agreement in writing or in print with every seaman or mariner on board such ship or vessel, (except such as shall be apprentice or servant to himself or owners) declaring the voyage, term or terms of time for which such seaman or mariner shall be shipped. And if any master or commander of such ship or vessel shall carry out any seaman or mariner (except apprentices or servants as aforesaid) without such contract or agreement being first made and signed by the seamen and mariners, such master or commander shall pay to every such seaman or mariner the highest price or wages which shall have been given, at the port or place where such seaman or mariner shall

have been shipped, for a similar voyage within three months next before the time of such shipping; provided such seaman or mariner shall perform such voyage; or if not, then for such time as he shall continue to do duty on board such ship or vessel; and shall moreover forfeit twenty dollars for every such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the use of the United States; and such seaman or mariner not having signed such contract, shall not be bound by the regulations nor subject to the penalties and forfeitures contained in this act." Other provisions follow, designed to secure both the seaman and the master or owners to the performance of their reciprocal duties. The Act of April 14, 1792, (1 Statutes at Large 254, chap. 24) among other things provides for the return of seamen, bound by agreement to serve, to their homes in certain cases through the Consul of the United States. Other and subsequent acts exhibit the desire of Congress to watch over and protect the interests of seamen.

In 1872 the act under which this proceeding was instituted was passed. It provides for the appointment of a Shipping Commissioner and makes numerous and extensive provisions for carrying out the intention expressed in its title above recited. Section 12 relates to ships bound from a port in the United States to a foreign port or from a port on the Atlantic to a port on the Pacific or *vice versa*, and provides that the master of every such ship "shall before he proceeds on such voyage make an agreement in writing or in print with every seaman whom he carries to sea as one of the crew, in the manner hereinafter mentioned; and every such agreement shall be in the form, as near

as may be as hereto in Table 'D,' in the schedule annexed, and shall be dated at the time of the first signature thereto and shall be signed by the master before any seaman signs the same, and shall contain the following particulars, that is to say." Here follow numerous particulars, including all that were contained in the Act of 1790, and very many which were not required by the law of 1790, or otherwise, in respect to other vessels than those in this section specified and the form of agreement annexed. Table "D" contains many other specific details. Provisoes to the section authorize the master to perform the duties of a Shipping Commissioner, as provided in a previous section, wherein a port for which no Shipping Commissioner has been appointed; and further, that this section should not apply to masters of vessels where the seamen are, by custom or agreement, entitled to participate in the profits or results of a cruise or voyage; nor to masters of coastwise nor to lake-going vessels that touched at foreign ports. It will there be seen that the duty of the master to enter into written or printed agreement with seamen is continued; and that, as to ships bound on certain specific voyages the agreement must contain the details specifically mentioned in this section, while the masters of other vessels not included in this section satisfied their duty by making an agreement in writing signed by the seaman, containing what was prescribed in the former law. The masters of all ships, described in the Act of 1790, must make an agreement with the seaman in writing or in print: some in the form prescribed by that act, others in the much more detailed form prescribed in this twelfth section, but none were permitted to go to sea without a writ-

ten or printed agreement with the seamen.

Hereupon follows section 13, which declares that the following rules shall be observed with respect to agreements :

First.—Every agreement (except in such cases of agreements as are hereinafter specially provided for) shall be signed by each seaman in the presence of a Shipping Commissioner.

Second.—When the crew is first engaged, the agreement shall be signed in duplicate, and one part shall be retained by the Shipping Commissioner and the other part shall contain a special place or form for the description and signatures of persons engaged subsequently to the first departure of the ship and shall be delivered to the master.

Third.—Every agreement entered into before the Commissioner shall be acknowledged and certified under the hand and official seal of such Commissioner and shall be indorsed on or annexed to such "agreement" * * * [and the form of acknowledgement and certificate is given.] It is claimed that the words "every agreement" in the first clause of this thirteenth section mean only those agreements which masters of certain specified vessels named in the Twelfth Section are by that section required to make. But that is not the literal reading of the section. If that had been its intent nothing was easier than to have so expressed it. Throughout the Act wherever it was intended to limit a provision to the voyages described in the twelfth section the limitation is made in express terms.—(*Vide* §§ 8, 22, 24, 35, 36, 40, 58, and others, which are connected therewith in these provisions.) Nor is there anything in the design and object of the law which implies such a limitation. If there were no other

provisions in the various sections of the statute except such as relate to the particular vessels included in the twelfth section, much plausibility would be given to the claim ; but many of the sections—probably the greatest number of them—are general, referring alike to other seamen, as well as to those named in the twelfth section.—(§§ 9, 11, 23, 25, 26, 31, 32, 43 to 50, 51 to 54, 61 to 63, and others.) Section 15 is especially significant, and the special exceptions in Section 13, of agreements hereinafter specially provided for, greatly strengthen this interpretation ; for when, after the use of the terms "every agreement," Congress declared certain agreements to be excepted, the presumption is against any other exceptions. Nor does the nature of the provisions in the 13th Section indicate such an intent. The purpose of the Act is fittingly declared in its title to be for THE PROTECTION OF SEAMEN. They need protection against being compelled or reduced to sign agreements to serve without properly understanding the provisions of the agreement, the term of service, the nature of the voyage or voyages, the compensation they are to receive, and the time of payment. They are frequently in danger of being approached and led into engagements when intoxicated. All this Congress knew, and wisely provided that every agreements should be signed by them in the presence of the Commissioner and be duly acknowledged. Certainly this Court cannot say that this was not as important in reference to the agreements which are required by the act of 1790 as to those specified in the twelfth section. The two clauses of the fourteenth section above recited, apply to this construction of the thirteenth section, with especial significance. The first

clause refers to the crew of a ship "making a voyage as hereinbefore specified," i. e., making the voyages mentioned in the twelfth section, and annexes the penalty to taking to sea without an agreement "in the form," &c., hereby "in such cases," required. The form hereby required is prescribed in the twelfth section, and is required only in the cases therein specified. The vessel here was not condemned under that clause. But the second part of the section is more general. It refers in terms to the officers of "any merchant ship," and to "any seaman," who has been engaged or supplied contrary to the provisions of this act. There are several provisions relating to that subject, and probably none more important than the thirteenth section, which provides for their signing agreements to serve for a voyage in the presence of the Commissioner, and so guards them from imposition and deception therein, as the case may be, when they are in a condition wholly unfit to take care of themselves. Sailors are so often likened to children in reference to the ease with which they may be deceived or influenced, and their recklessness and inability to protect themselves that the value of these provisions needs no further illustration.

Unless this second clause is to have such general scope and effect, extending beyond the twelfth section and to cases not within it, it is difficult to assign it to any useful meaning. The cases rising under the twelfth section are provided for in the first clause. These circumstances lead to the conclusion that only the agreements mentioned in the twelfth section, but all other agreements with seamen required by law to be in writing, (though not included in the twelfth section,) must be signed by the

seamen in the presence of the Commissioners or the penalty declared in the second clause of the fourteenth section is incurred by the ship.

To apply this conclusion to the case now under consideration :

By an Act of Congress passed on the fifteenth of January, 1873, (17 Statutes at Large, 410.) The Act to authorize the appointment of Shipping Commissioners, now under consideration, was amended by adding to the above mentioned twelfth section a further proviso, namely, "Provided further, that this section shall not apply to masters of vessels when engaged in trade between the United States and the British North American possessions, or the West India Islands, or the Republic of Mexico." By this proviso the number or class of vessels whose master is required to make with seamen the written or printed agreement specified in that section, is greatly reduced. The voyage of the steamship *City of Mexico*, for which the seamen were shipped, without their signing the same, as required in the thirteenth section of the said Act, was so proved on the trial of this cause, "from the port of New York, via Vera Cruz, and one or more ports in Mexico and back to New York, with privilege of trading at any intermediate ports." This was a case within the proviso, introduced by the amendment of 1873, so that section 12 of the Act has no application thereto. "So far as the voyage is concerned the act and the amendment are to be read together, and the master of the *City of Mexico* was under no duty to make with his seamen an agreement in the form and with the numerous details of its contents and time of signing by the master, which the twelfth section prescribes. But applying to the case the

conclusion herein above stated, the master was within the section which requires that every agreement shall be signed by the seamen in the presence of the Shipping Commissioners, unless it can be shown that he was under no legal obligation to make any written or printed agreement whatever with his seamen. That proposition cannot be maintained.

Upon that point I concur fully in the reasoning of the Judge of the District Court, the effect of the amendment was to withdraw the voyage of the *City of Mexico* from the operation of the Twelfth Section and to leave it in the same condition and subject it to all the duties and obligations to which it would have been subject, if the Twelfth Section of the Act had been originally passed in its now amended form. An actual intention of the minds of the legislators to withdraw a very large proportion of our seamen from the protection of written shipping articles, which it has been the intention and policy of England for more than one hundred and fifty years to provide, and which this country adopted in its earliest history, and has since consistently maintained, and will not, I think, be for a moment contended. The argument is that whatever we may suppose to have been in the mind of our legislators, we are bound by what is involved in the word and legal effect of their enactment, and thereupon it is claimed that when the terms of the Twelfth Section of the Act of 1872 were, as originally passed, made broad enough to embrace the voyage in question, that operated by implication as a repeal of the act of 1790, so far as relates to such voyages, and hence when, in 1873, Congress withdraw such voyages from the operation of the Twelfth Section, that act necessarily left

such voyages wholly unprovided for by any existing law; that although it is possible to say that this legislation created a *casus omissus*, which the legislators did not probably in their minds contemplate, the Court is nevertheless bound to construe statutes according to the meaning and legal effect disclosed by the statutes themselves, and not by any speculative inquiry into the actual intention of the legislators. This may be conceded, but if it is claimed that the legislative intent may not be gathered from the nature of the subject, the consequences which would flow from a proposed construction and the admitted policy of the Government, the claim goes too far. Whenever the construction of statutes and their legal effect is doubtful or susceptible of a double interpretation, these considerations are of great force and often conclusive.

The Act of 1790, (with some few exceptions) applied to the masters of all vessels. Section 12, of the Act of 1872, selected some of those vessels and applied to them its more stringent and more particular provisions. From these latter provisions, the voyage now in question was relieved. Now I do not deem it very material to say whether the voyages to the West Indies were always under the operation of both statutes. And so when relieved from the operation of the Twelfth Section, were simply left under the influence of the Statute of 1790. Or whether the Twelfth Section operated as a technical or constructive repeal of the Act of 1790, in respect to such voyages, but that the amendments operated to revive the Act of 1790, thus constructively repealed. Either view works the same result. Repeals by construction are not favored. There was no repugnance or inconsistency between the requirements of the Act

of 1790 and the requirements of the Twelfth Section of the Act of 1873.

To the requirements of the Act of 1790 that Twelfth Section refers in special cases. When the voyage now in question was withdrawn from among those cases, it remained under the operation of the Act of 1790 as fully as if the Act of 1873 had not been passed.

It follows that the *City of Mexico* incurred the penalty declared in the second clause of the Fourteenth Section of the Act of 1872, for which the decree was pronounced in the District Court, and it must be so here decreed with costs."

A Memorial Service.

The last Sunday of 1873 was set apart at Gloucester, Mass., for a religious service in remembrance of the 174 Gloucester mariners who were lost during the year. The several pastors and congregations in the town met in the afternoon in the Town Hall, which was filled by a deeply sympathetic audience, and the Unitarian, Congregationalist, Baptist, Methodist, and Universalist clergyman took part in the services.

Obituary.

Rear Admiral JOSEPH LANMAN of the United States Navy died at his residence in Norwich, Conn., March 3rd. He was recently called to Washington by the department, and on his return contracted a heavy cold which fastened upon his lungs and produced congestion. He was conscious to the last and met his end in calmness and in peace.

When a bright, promising boy, at the age of fifteen he entered the naval service as a midshipman. His correct principles, his energy, and decision of character, the prayers of a devoted mother, a panoply that always surrounded him, bore him safely through the temptations and perils which beset the life of a young naval officer. He passed through the various grades of the service, not only without reproach, but with high honor. A master of his profession, he united the frankness and generosity of a sailor with the urbanity and courtesy of a polished gentleman. The last service he rendered was in command of the South Atlantic squadron, with his headquarters at Rio Janeiro. The duty was an arduous and an important one, but like all others devolving upon him, it was most ably and faithfully performed.

The cheerful presence, the cordial manners, the gentlemanly bearing of Admiral LANMAN, will long be remembered in this community and his loss will be universally felt and lamented. The blow falls with crushing force on his family. The sympathies of all go forth to the widow and children. May He who has smitten sustain and comfort them.

L. T. S. F.

OUR WORK:

CORRESPONDENCE, REPORTS, &c.

Forty-First Annual Report of the Honolulu Chaplaincy.

Forty years ago the Bethel was dedicated to the worship of God; the dedicatory services being held on the 28th of November, 1833. Externally, the Bethel remains very much as it appeared on that day, while the surroundings have greatly changed. The grass huts of the natives have disappeared, and, in the vicinity, now appear the Sailors' Home, the Post

Office buildings, and a large store, belonging to Messrs. Castle & Cooke. There is a tradition, that the noise from the liquor shops in Honolulu was often too loud and uproarious to allow divine service to be conducted with satisfaction by the Rev. Mr. DIEHL. Such scenes and disturbances have long since passed away, and, during my incumbency of thirty-two years, most surely I could not ask for more order and quiet upon the

Sabbath or when services were held in the Bethel.

During the past year, services have been regularly held upon the Sabbath and week days. I have not been absent from my pulpit on a single Sabbath. Our Sabbath-school has been unusually prosperous, numbering about one hundred, including teachers. The superintendent, librarians, and teachers, have all contributed to render the school most efficient and useful.

In the way of contributions, we have not failed to remember foreign missions, indigent strangers and church members; also, the education of two pupils in native boarding schools, increase of our library, and other benevolent enterprises.

Mr. DUNSCOMBE has continued his most useful labors in keeping up a school on three evenings each week in our Vestry Room for teaching Chinamen the English language; the school has averaged fifteen pupils, but during the year over forty have been brought under instruction. So important has this school appeared, that the Hawaiian Board of Public Instruction has appropriated \$50 each quarter, or \$200 per annum, towards Mr. DUNSCOMBE's salary.

Our Sailors' Home has been sustained as in former years. Last June, Mr. DUNSCOMBE was invited to become the keeper. I am much rejoiced to report that he has fully met the expectations of the Trustees of the Institution, and so much pleased were they, that at our Annual Meeting, a small debt of \$42 83 was liquidated by each Trustee contributing his proportion, rather than resorting to a public appeal. Two hundred and seventy-six seamen were accommodated at the Home during the year ending December 31st, 1873. Our Young Men's Christian Association renders good service at the establishment by keeping open a Reading Room, at a cost of nearly \$300.

Respecting my own labors, in addition to preaching regularly upon the Sabbath, editing "THE FRIEND," and visiting

shipping, I have been called upon to discharge a certain duty in the seamen's cause, which is seldom mentioned,—I refer to correspondence. I am frequently receiving letters from the most distant parts of the world making inquiries respecting seamen, and calling for information respecting these parts.

To carry on this correspondence, requires much time and care. The following are among the letters and requests received during 1873:

The Rev. JAMES L. GREEN, an English Missionary, at Tahiti, Society Islands, writes under date of March 22nd, 1873, requesting information as regards the establishment of a Sailors' Home at Tahiti.

A sailor's mother in Kent Co., England, under date of June 23rd, writes me concerning her son, who is on a trading vessel somewhere in the South Seas.

Under date of September 9th, a sailor's mother writes to me from Cheshire, England, respecting her son, residing on one of the low coral islands of Micronesia.

Another letter lies before me written in Paris, France, wishing information relative to a man at the Fiji Islands.

Here is another letter from a Wesleyan Minister, near Leeds, in England, requesting information about his son abroad in the Pacific.

Here comes a letter from a sailor in Antwerp, Belgium, informing me of his safe arrival around Cape Horn, after suffering a severe sickness on a railroad in Peru. He expresses the hope that he has become a humble christian. He desires me to write to him in England, and he promises that he will contribute for "THE FRIEND." I have received letters from him by the very last mail, informing me that he had left England for India, *via* Suez Canal, and is now an Engineer on a railroad at Lahore, Northern India.

An English sailor writes me from San Francisco, desiring to learn respecting our "Bethel" and "Reading Room,"

from which he appears to have derived benefit. "He was bound to Liverpool, and desires me to write to him to that port, where his friends reside.

The wife of a shipmaster writes from San Francisco. She refers to her visits to a number of the islands in the remote parts of the Pacific, and of the delight she felt in meeting with copies of "THE FRIEND," which made her quite "at home," although in those distant isles.

From New Bedford comes a letter from an anxious father, enclosing another for his son, on board a whale ship sailing out of Sydney, New South Wales.

I have now lying before me several more letters of this description, all requiring answers. One is from China, another from Brazil, another from the Fiji Islands, and some from islands of this group. These are sufficient to indicate that your chaplain does not lead an idle life, provided he answers these numerous letters in a satisfactory manner. I am most happy in the reflection, that, in a majority of instances, I have been able to return the desired information.

Honolulu is a central port of the Pacific, and most seamen abroad in this part of the world, touch here in the course of their voyages to and fro.

I take much pains to induce seamen to communicate with their friends. During our late shipping season I seldom visited the Reading Room when I did not see seamen engaged in writing to their homes. Postage stamps are no small item in the way of aiding them in this matter.

Some months ago, a sailor on leaving Honolulu for a voyage around Cape Horn, wrote me a letter, from which I quote, as follows: "I am, sir, as I told you, a member of Salem street Mariner's church, Boston—Pastor HAYES. He is one of the best christian ministers I ever knew; I shall never forget him or his people for all their christian kindness and courtesy. They took me, a poor brother, into their sheep fold, smiled upon me, and did me good, with warm

looks, warm hands, and warm words. They warmed me into new life. It was winter without, frost and snow; but within their sacred enclosure it was summer. Yes, to my soul it was summer with balmy air, bright sunshine, green fields, and singing birds. It reminded me of the primitive church, yea, of heaven."

The writer of this letter was a most singular and remarkable man; he was a great reader, and often wrote much upon theological subjects. He left with me a manuscript of some forty pages; it was entitled, *The Great Victory*.

The essay relates to the triumph of Christ over his enemies, angelic and human. It is somewhat Miltonic! The following is the opening paragraph:

"Once there was no sin: for God was alone, far back in eternity. No angels shouted 'hallelujah' over rolling worlds, or in the bottomless pit. God was alone. But, at last, moved by love, God made angels, to reflect His glory, and enjoy His existence. God is love, and of course made angels like Himself."

This will suffice to show that a seamen's chaplain often falls in with some remarkable men. As illustrative of this last statement, I will add, that some months since I became acquainted with an officer on board a U. S. vessel of war who spent his leisure hours in searching the Bible, from Genesis to Revelations, to find passages relating to the training of children, and the general subject of little children. All such passages were carefully noted down, and beautifully copied out, then sent to his wife and child.

The British man-of-war *Tenedos* is now lying in Honolulu harbor. Two of the seamen recently visited my office at the Sailors' Home, and in conversation I learned that they were (what are styled in England) "Plymouth Brethren." From these men I learned some very interesting facts respecting the progress of evangelical piety in the British navy,

and that on board many ships of war there were more or less of such men. Some vessels about England had as many as twenty of these "Brethren." It has been my privilege frequently to meet with christian seamen of this class. They are usually very earnest and sincere. The Lord increase such men a thousand fold on board all ships sailing upon the ocean.

Among the events of the past year, there is no one, so far as seamen are concerned, that I can recall with more distinctness than the visit of a German sailor attached to an American whale ship. He first appeared in one of our prayer-meetings. His knowledge of the English language was imperfect, and at first it was difficult to understand him, but ere long he spoke with more clearness. In his own simple language "Jesus found him in the Arctic Ocean." A native of Germany and well educated, his family suffered in the late Franco-German war, and he came to New York, where he endeavored to engage in mercantile business, but one misfortune after another coming upon him, he finally leaves friends and country behind him and embarks on board a whale ship. At New Bedford a Bible is presented to him, and after the diligent reading of this sacred volume, he is brought to accept of Christ in all his fulness and freedom. He often spoke and prayed in our meetings, and when most of the crew to which he was attached, deserted, he remained true to his engagement and is now afloat. The simple story of his conversion was as touching as that of any conversion I ever listened to. He has friends residing in the city of New York, to whom I hope he will ere long return, and relate how, far away among cold and inhospitable regions of the Arctic Ocean, the Saviour "found him."

SAM'L C. DAMON,

Seamen's Chaplain.

Honolulu, Jan. 31st, 1874.

Antwerp, Belgium.

From Rev. E. W. MATHEWS, Chaplain at this port, we have received a copy of the report of his labor to the close of 1873. He summarizes the things which have been accomplished during the year, speaking first of the new American organ, secured for their services, (see SAILOR'S MAGAZINE for October, 1873, p. 309,) and then of a new Sunday-school which he instituted June 8th, 1873, beginning with four children. The "Sunday-school Union" of England gave him hymn books, class books, &c., the school soon rose to 36 children in attendance, and some were turned away for want of room. Ten classes were formed, and 11 teachers are on his roll. Rev. Mr. MATHEWS has preached special children's sermons on several occasions; many young sailors have taken part in the exercises, and the impression produced upon the community has been eminently healthful. One poor man who had not before been near any of the chapel exercises, said in reference to the Sunday-school, "I see they are interested in the welfare of the people—they are doing real work, and I will give them 20 francs," which he did.

He next speaks of the temperance organization, opening his remarks by saying: "We have had many sailors stabbed and wounded in other ways, and a few have died through alcoholic drinks. I cannot but be thankful to Almighty God for the work done in the temperance direction." He instituted a Society, June 9th, which now has upon its roll 111 members. Two-thirds of them are seamen, and the others are directly connected with seamen. Twenty-three captains besides officers, are of the number. Many who have been careless about the Bethel, and some who never went to a place of worship, have been brought to its services and interested in the Chaplain's work by the force of interest in temperance principles. With some, indeed, this interest has led to religious conviction

and life, and from a few of these, even from across the sea, cheering news has been received.

A new Sailors' Institute and Bethel has been projected during the year, official notice having been had that the Hanseatic House, where the Bethel Rooms have been so long, was to be sold. The accommodations in the House, have long been too small for Bethel wants, and largely by the earnest zeal of Capt. Cox, a subscription has been opened to erect a new building for the station, to be named as above. The amount to be raised is £3,000, and some £400 has been obtained. The Chaplain says: "If Antwerp were protestant, we could easily secure even this large amount; but we must now look to the two nations which sustain this mission, for sympathy and help. We are greatly encouraged because the king of the Belgians has graciously received a memorial from our Committee, and the British and American Ambassadors at Brussels have consented to be patrons. The Consul here, and some of our merchants are very favorable. The Mayor of the city has also greatly interested himself in our work. I must say that the Americans and English are one in their endeavors to raise the building for the common good of our large sailor population. What we want is, a few handsome donations from our steamboat captains and ship-owners."

He speaks of special sermons preached to sailors, and of the manifestations of interest by that class of hearers. "It is a soul-stirring sight," he adds, "to see our sailors coming off their long voyages with a new song of thanksgiving." At the close of one sermon a captain came forward and with a tone and look of deep emotion, said: "I have not been at a place of worship for two years—come and see me." He gave a guinea for the Bethel, and said to another: "I have had a cutting up to night." Mentioning other cases where interest in this work

has been testified to by seamen, he says: "We have many such expressions: even when few ships are in, our rooms are well filled. On more than one occasion, sailors have climbed our stairs and come to our doors and gone away, because there was no room."

For three months prior to Christmas 1873, the statistics of the station were: Attendance at Sunday services, 1,227, seamen and shore people; sailors' attendance at the Reading-Room, 484; visits to ships, 809; to lodging-houses, 180; to ship chandlers, 190; to sick seamen, 110; Bibles and Testaments sold, 40; Gospels distributed, 40; tracts, &c., distributed 4,000.

As to direct spiritual results, the report declares: "We have had proofs of a new heart having been given to some, and have rejoiced to see manifestations of a Christian life. We believe that in various ways something has been done toward the moral perfection of the creature and the glory of the Creator. In preaching a free gospel I have spoken in such a way as that I aimed to bring about happier relations between officers and crews, and to show its practical bearings on daily life at sea and on shore. I have sought to show the utter hollowness of talking about the Christian religion while the first principles of morality are daily violated. I have many reasons to believe that my labors have not been in vain in the Lord."

Genoa, Italy.

We make room for extracts from the diary of the colporteur in this mission, referred to in last month's MAGAZINE.

Nov. 18th, 1873.—The Lord gave me several excellent opportunities of holding forth the truth. One of my conversations was with the mate of a Trieste ship to whom I had offered my books. He told me he was an infidel, and had no belief in anything. "Excuse me," I replied, "you have a belief as well as I. I believe in the existence of God; you believe, for instance, that the world made itself. I believe I have an immortal soul;

you believe that at death all is over. You believe in something, though you boast in unbelief. My belief is positive, yours is negative. Mine has a foundation; yours has none."

Passages frequently occur in the journal which show that the colporteur is more anxious to sell *well* than to sell *much*, and never loses sight of the great and important end of his work. For example:

Oct 23d.—I had a fresh proof to-day of the necessity of conversing seriously with those who buy, otherwise a considerable number of the books are destroyed. On board a vessel where I had already sold several testaments, the buyers told me they had been assured, by one who was able to judge, that they were false and not fit to be read. I put down my box, and turning to several passages, read aloud before them all, commenting as I proceeded; and before I left the ship several of the purchasers, who had quietly gone aside to read by themselves, came and said, "you are quite right, it is a good book."

He frequently spends half a day on board an emigrant ship, sometimes quietly selling and speaking with the passengers; at other times having to submit to all kinds of abuse and threats and at others having to witness the most disgraceful scenes, in which bibles and other books are held up to ridicule, torn and tossed overboard, generally through the influence of priests. The boatmen and laborers about the harbor receive a due share of his attention, and there are interesting cases among them where repeated conversations seem to be telling for good. There are some instances also of sailors in vessels trading regularly between Genoa and other Italian ports, who buy books every time they return to the port. Almost every day there is something of interest entered in the journal, so that it is difficult to make a selection of incidents which will both be concise and do justice to the colporteur's work. The following extracts, however, may suffice to show some of the difficulties and discouragements of the work.

One of the chief obstacles the work of

colportage encounters in Italy is *ignorance*. There are two kinds: the ignorance of letters and ignorance of religious things. For many years to come, inability to read will prevent the great bulk of Italians purchasing the scriptures or religious books. But an even worse legacy which millions of Italians have received from the Romish church is an utter ignorance of religion and its bearings on the individual and on society.

The crew of a Spanish vessel—out and out materialists—maintained that men were no better than brutes or trees. The only book they felt the need of was one that would give them a good republic. They ridiculed me when I offered them the Bible.

A Spanish captain refused to buy, saying he was a republican, and, therefore, did not believe in God. I assured him one could be a republican and still be a believer, and after looking over the Bible he took it and one or two other books.

Nov. 17th.—Sold a New Testament to a sailor on board a Messina vessel. The mate examined it and asked me if it was a book a woman might read. I explained that it was a book written by inspiration of God, and told us things necessary for our salvation, and since Christ died to save women as well as men, all may read it. "But is it suitable for a young woman?" "Certainly it is, for Christ is the Saviour of young and old, and caused His book to be written so as to be suitable for all." He bought a copy with gilt edges, and a sailor took two copies.

Buffalo, N. Y.

Going back in Rev. P. G. Cook's reports to November, 1873, we find that in the four months prior to December 1st, he had visited 287 steamers, 492 vessels, 1,702 canal boats, 1,114 saloons, and 894 families, 72 services had been held in the Wells Street Seamen's Chapel. In the saloons he finds the boatmen who spend their winter in the city. There have been 480 boats lying in the port the past season, and 285 steamers. Of these, 125 boats have had families upon them, which families attend, to some extent, the churches near them. In January, 1874, special services were held in Wells Street

Chapel, and several souls were converted, among them both sailors and boatmen. In February he visited 60 boats, 17 vessels, 14 propellers and 200 saloons. During this month, twenty-five or thirty persons signed a request that a church should be organized with a chapel, and agreed to become its members. Some members of up town churches were to unite with them and February 12th was to be the day of organization.

Norfolk, Va.

In December, 1873, and in January and February, 1874, Rev. Mr. CRANE pursued his usual round of labor, having, in December, a fair attendance at the Bethel, notwithstanding unfavorable weather. In February, attendance was very much increased, in consequence of an increase in the number of vessels in port. He says, in a letter dated December 31st, 1873: "There has been a decided increase of square-rigged vessels engaged in the foreign trade in port, and a larger European shipment, especially of cotton, than at any time since the war. The prospect seems to be that our commerce has now entered upon a stage of more rapid and permanent growth." Shipments of cotton from Norfolk, during the past winter, have been larger than at any time since the war.

The Sunday-school in connection with the Bethel is still full and flourishing. The highest number present on any Sunday in 1873, was 91; the lowest, 40; the average, 65; higher than that of 1872. Its semi-annual exhibition occurred January 16th, and was repeated January 20th. On both occasions the chapel was too small to accommodate the audiences.

Wilmington, N. C.

Rev. H. B. BURR, for several years our chaplain at this port, resigned his position March 1st. In closing his labors he expresses the strongest desires for the prosperity of our work in that field. We

put on record here, our testimony to the faithfulness with which he has cultivated it, and express our best wishes for his future welfare. It is possible that arrangements now pending, may issue in his continuance of labor for the Society, at a port farther South than Wilmington. Rev. Mr. BURR is succeeded at that place, by Rev. JOSEPH L. KIEN, who will prosecute the same work as heretofore carried on.

During January, besides the usual Bethel services, sixty-four vessels were visited, and nineteen hundred pages of tracts distributed; in February forty-three vessels and eighteen hundred and ninety pages of tracts, &c.

Charleston, S. C.

Rev. W. B. YATES wrote, January 6th, referring to a greatly increased attendance at Bethel services, during the winter, consequent upon a resumption of sermons by the different Charleston pastors, in the Bethel, each Sunday evening. Not since the war has such interest been manifested, the building being crowded to overflowing and several conversions having taken place. He regards the influences set in operation as very widely promotive, also, of Christian union. His letter of February 2d, emphasizes these statements and furnishes abstracts of interesting cases occurring in connection with the work. He says:

"Some two months ago, a dismasted schooner was brought into our port, bound to Savannah, though she had to make a harbor in Charleston. The second mate, a nephew of the captain, was injured by the fall of the mast, and was conveyed to the Marine Hospital, not expecting to survive. For many days his life was despaired of. His leg had to be amputated, and he had received an injury in the side which for some weeks gave his Doctor and friends great anxiety. I became very much interested in him. He was from one of the New England States, had a wife and three children.

I spoke to him kindly about his trust in Christ. One day with a sweet smile he said, 'I have put my trust in Christ and feel prepared for the worst.' This was before the amputation. He is now improving, and we will soon send him home on crutches, with a renewed heart.

"Another case is that of a young Swede who dates his conversion, to those winter meetings at the Bethel. I am much encouraged in my work this winter."

Rev. Mr. YATES says, that there was more tonnage in port, during the winter than during any winter since 1865-6. The Sailors' Home, damaged by fire, has been fully repaired, the loss being covered by insurance, but no provision has as yet been made for refurnishing it, there being no such resource for their loss of furniture, and some 12 rooms in the Home which could be furnished for \$25, each, call for contributions for that purpose.

Savannah, Ga.

For the months of December, January and February, we have report from Rev. RICHARD WEBB, Chaplain. In December he visited 114 vessels, and distributed 6,570 pages of tracts, preached 17 sermons, attended two funerals, &c. January 11th, the new Bethel was dedicated to God's worship, in presence of a large congregation, the Chaplain preaching the dedicatory sermon. He speaks of the new building as very neat and tasteful. Audiences are now three times what they were in the old Bethel. He asks for a supply of hymn books to accomodate them. In January the Chaplain visited 143 vessels and distributed 7,226 tracts, obtaining also 22 signatures to the temperance pledge, and preaching 13 sermons. During the first week in February services were held in the Bethel every evening with preaching from the city pastors of different denominations. In the month he visited 91 vessels and

preached 9 sermons, &c., besides distributing 6,301 tracts.

Pensacola, Fla.

Rev. Mr. CARTER speaks of an increasing attendance at his services on shore from sea-faring-men, and of additions to his church from the English ship *Harlequin*. He also preached, repeatedly, in December and January on shipboard. There is a great call for tracts, especially in the Norwegian language.

Mobile, Ala.

In December, 1873, Rev. F. CURRAN visited the shipping and supplied the crews with the Scriptures and with tracts and papers. The tract "Forever," by RICHARD BAXTER, was blessed to a sailor from Baltimore, making upon him a lasting impression. The same work was carried on in January, as also the distribution of papers and tracts, and the exhortation and counsel of the sick and dying seamen in the hospital and the Sailors' Home. Mr. CURRAN gives his whole time to the work, and is heartily commended in his labor by a large number of those most familiar with it. He is greatly interested in the issue of his efforts for the colored seamen and their people, whose thirst for knowledge and for the gospel, he speaks of as still eminent and remarkable. Several genuine conversions are reported.

New Orleans, La.

A SCANDINAVIAN SEAMEN'S FRIEND SOCIETY.

During two winters before the present season, religious services have been held in the Seamen's Bethel, in the Marigny Building, in both the English and Scandinavian languages. The increasing demand for labor among Scandinavian seamen led to some incipient measures last spring and summer, both here and in New York, to supply the need. In autumn, as the Scandinavian flotilla returned, and till the present time, religi-

ous meetings of much interest have been regularly held in the Bethel, in their language. Mr. John Rudeen has labored among them with great fidelity and acceptance.

On the evening of February 4th a meeting of Scandinavian captains, seamen and citizens was held in the Bethel, and the desirableness of a more commodious place of worship and a missionary to speak to them in their own language was universally acknowledged. A lively interest in the object was expressed, and a subscription list was open to meet the expense, and a committee was appointed to carry the plan into execution.

As the result of the labors of this committee, a society has been regularly chartered and completely organized, and is in active operation, not in rivalry with, or opposition to any other organization, but a fraternally co-operative speciality styled THE SCANDINAVIAN SEAMEN'S FRIEND SOCIETY OF NEW ORLEANS, AUXILIARY TO THE AMERICAN SEAMEN'S FRIEND SOCIETY.

Its Board of Trustees and Officers consists of the following persons: Rev. John Matthews, D.D., President; W. J. Johnson, M.D., Vice President; Rev. L. H. Pease, Secretary; John Nelson, Treasurer; Hon. R. K. Howell, Col. William Wright, James B. Guthrie, George Brewer, John Rudeen, W. H. Matthews, A. H. Nelson and C. P. Seymour.

The character of these men is sufficient guarantee of the integrity and capability of the society, and the object is one that deserves the hearty sympathy and co-operation of all.

A Sailor's Letter.

CARDIFF, JAN. 25TH, 1874.

Dear Brother:—On my leaving New York, I promised to write you a few lines as soon as I arrived here. Perhaps you don't remember my name. I left the Home in Cherry Street, on the 10th of November, and never shall forget the morning I bade you good-bye, nor the pleasant days I spent in New York. Such happy days have I never had before nor since. My heart is full of praise and gratitude to God my Saviour for blessing the words spoken to me, which brought me to think on my ways and turn to the Lord. May God bless you and all his servants everywhere, and the church of the Sea and

Land, which I consider to be my spiritual home. God grant that many, many souls may be added to his kingdom. For my part, I find it good to serve the Lord, and intend, God helping me, to tell sinners everywhere to repent and turn to the Lord.

I am to leave here to-morrow for a very sickly port, but I am not afraid. If I die I know that Jesus will save my soul, why then should I fear. I will then be better off, but I wish to live to come back to New York once more, to do something for him who has done so much for me. Dear brother in Christ, I beg you and all the people of God, to pray for me that I may have grace to overcome all the trials and temptations I meet with, and that I may prove faithful to the end. The Lord be with you in the prayer meeting, temperance meeting, and Sabbath school.

"There is a great difference between the Home here and the Home in New York, both in regard to things temporal, and to things spiritual. I have not found so good a Sailor's Home anywhere as in New York, and I am sure many beside me can say the same."

J— S—, *Seaman.*

Sailors' Home, 190 Cherry Street.

Mr. ALEXANDER reports two hundred and eighty arrivals at the HOME during the month of February. These deposited with him \$7,825, of which sum \$6,777 were sent to relatives and friends, \$500 placed in the Savings Bank, and the balance returned to depositors.

In the same time fifteen men went to sea from the HOME without advance, and one was sent to the hospital.

The number of shipwrecked and destitute provided for this month has been larger than usual, and many others have been afforded temporary relief. The HOME has had "the blessing of those who were ready to perish," pronounced upon it, and is an immeasurable good in our community.

Position of the Planets for April, 1874.

MERCURY is a morning star during this month; is in conjunction with the Moon on the forenoon of the 14th at 9h. 38m., being $1^{\circ} 17'$ north; is at its greatest elongation west, on the evening of the 15th, at 7h. 47m., being then $27^{\circ} 31'$ away from the Sun; is at its greatest brilliancy on the 18th, rising on the morning of that day at 4h. 29m., and $1^{\circ} 58'$ south of east.

VENUS is an evening star, setting on the 1st at 7h. 6m., and $9^{\circ} 54'$ north of west; is in conjunction with the Moon on the morning of the 17th, at 8h. 13m., being south $58'$.

MARS is also an evening star, setting on the 1st at 8h. 36m., and $19^{\circ} 12'$ north of west; is in conjunction with the Moon on the evening of the 17th, at 11h. 3m., being south $1^{\circ} 3'$.

JUPITER crosses the meridian on the evening of the 1st, at 11h. 2m., being then $3^{\circ} 27'$ north of the equator; is in conjunction with the Moon on the morning of the 27th, at 7h. 2m., being south $2^{\circ} 23'$.

SATURN is a morning star, rising on the morning of the 1st at 3h. 24m., and $23^{\circ} 44'$ south of east; is in conjunction with the Moon on the morning of the 11th, at 7h. 23m., being north $4^{\circ} 50'$.

Prof. R. H. B.

N. Y. University.

Total Disasters in February, 1874.

The number of vessels belonging to, or bound to or from ports in the United States, reported totally lost and missing during the past month is 36, of which 17 were wrecked, 8 abandoned, 2 burned, 3 foundered, and 6 are missing. They are classed as follows: 3 steamers, 5 ships, 10 barks, 6 brigs, and 12 schooners, and their total value, exclusive of cargoes, is estimated at \$825,000.

Below is the list, giving names, destinations, &c. Those marked by a *w*, were wrecked, *a*, abandoned, *b*, burned, *f*, foundered, and *m*, missing.

STEAMERS.

Cundinamarca, *m*, from New Orleans for Baranquilla.
Barao de Teffe, *a*, from Wilmington for Para.
Moyune, *b*, (at Shanghai.)

SHIPS.

Thorwaldsen, *a*, from Darien for Liverpool.
Julia, *m*, from Savannah for Liverpool.
Confidence, *f*, from Greenock for Pensacola.

Tidal Wave, *w*, from Philadelphia for Bremen.
Magnet, *a*, from Pensacola for Liverpool.

BARKS.

Mary C. Dyer, *m*, from New York for Cienfuegos.
Caroline Lamont, *w*, from Buenos Ayres for Valparaiso.
Eliza Young, *w*, from Doboy for Barrow.
Pulcinella, *w*, from New York for Bristol, E.
John Bunyan, *m*, from Doboy for Liverpool.
Rosina, *m*, from Pensacola for Liverpool.
Scottish Bride, *a*, from New York for Malaga.
Brilliant, *w*, from Philadelphia.
Heiress, *w*, from Liverpool for Galveston.
Columbia, *b*, (at Hong Kong) for San Francisco.

BRIGS.

Sjoelland, *m*, from Mobile for Havre.
Ituna, *a*, from Darien for Whitehaven.
Rover, *w*, from Portland for St. John, N. B.
Chimborazo, *m*, from Baltimore for Boston.
Redwood, *w*, from Cardenas for Philadelphia.
Harmony, *a*, from Matanzas for Philadelphia.

SCHOONERS.

Queen of the South, *w*, from Mobile for Boston.
Laura May, *w*, from San Francisco for Coos Bay.
J. P. Comegys, *a*, from New Smyrna for Jacksonville.
Laura A Dodd, *w*, (Fisherman.)
Mambrino Chief, *w*, from Para for New York.
Experiment, *w*, from St. Domingo for Boston.
Rodney Parker, *w*, from Baltimore for New Haven.
Star, *w*, from St. John, N. B. for Boston.
Carrier, *f*, (near Key West.)
Mary G. Dennis, *w*, from Newfoundland for New York.
Flying Arrow, *a*, from Baltimore for Eleuthera.
H. Caroline, *w*, (at Tonales Bar, Cal.)

Receipts for February, 1874.

NEW HAMPSHIRE.

Brookline, Cong. church, \$23, and a Friend \$7, to const. Rev. F. D. Sargent, L. M.....	\$ 30 00
Fitzwilliam, Dea. Phillips.....	1 00
Francetown, Wm. Butterfield.....	50
Hollis, Cong. church S. S., \$40, lib'y.....	64 39
Marlboro, Mrs. Eastman's S. S. class, for library.....	20 00
Mason, Cong. church.....	5 50
North Hampton, Cong. church.....	9 70
Westmoreland Depot, Mrs. C. F. Brooks.....	1 00

VERMONT.

South Burlington, P. E. Smith.....	1 00
West Hartford, Cong. church.....	4 00

MASSACHUSETTS.

Auburn, Cong. church, for library...	20 00
Boston, A Friend, \$13, ditto, \$5.....	18 00
Capt. Cnisholm.....	1 00
Cambridgeport, C. Williams, for lib'y	20 00
Chicopee, 2nd Cong. church.....	50 00
3rd Cong. church.....	31 06
Essex, Cong. church S. S., to const. L. Burnham, L. M.....	42 66
East Longmeadow, Cong. church....	10 00
East Orleans, M. S.....	1 00
Fitchburg, Joel Page.....	2 00
Florence, Cong. church, to const. Rev. E. G. Cobb; E. G. Nutting, and W. L. Wilcox, L. M's.....	104 39
Foxboro, Susan Payson, for library..	20 00
D. Carpenter, ..	20 00
Frammingham, Plymouth Cong. ch....	44 00
Globe Village, Free church.....	20 19
Gloucester, additional.....	1 00
Great Barrington, Cong. church, to const. Justin Dewey, L. M., \$30...	50 14

Groveland, Cong. church.....	7 34	Mrs. G. M. Wilkins, \$50, for lib's....	150 00
Hanover, 1st Cong. church.....	4 50	Broadway Tabernacle church, of	
Hinsdale, " ".....	93 15	wh. Mrs. Marshall O. Roberts, for	
Littleton, " ".....	13 50	library, \$15.....	372 88
Lowell, James Lawton.....	1 00	Capt. W. Doane, ship <i>Granger</i>	5 00
L. Worcester.....	1 00	" Thomas C. Whitney, ship	
Lynn, Central church.....	35 00	<i>Marianne Nottebohm</i>	10 00
Marshall, I. Bower's S. S. class, lib'y	25 00	Mr. J. D. Vernilyea, for library....	20 00
Mittineague, Cong. church.....	20 00	Capt. Geo. Jewett, bark <i>Morro Cas-</i>	
Montague, " ".....	15 00	<i>tle</i>	5 00
Northampton, 1st Cong. church.....	99 40	Capt. Geo. L. Holmes, bark <i>J. W.</i>	
Palmer, Mrs. L. O. Hyde.....	1 00	<i>Holmes</i>	5 00
Reading, Bethesda S. S., for library..	20 00	A Widow's Mite.....	5 00
Sharon, Cong. church.....	8 00	Henry Young, to make J. H. Young	
Somerville, Broadway church.....	26 00	L. M.....	30 00
South Egremont, Cong. church.....	26 25	B. G. Arnold & Co.....	25 00
South Wellfleet, " " lib'y..	20 00	L. N. Phelps.....	10 00
Spencer, " " ".....	31 25	J. Wilbur.....	5 00
Springfield, South " ".....	51 46	C. Butler.....	5 00
Stockbridge, 1st " " to con.		Ezra White.....	25 00
Edward Lynch, L. M., \$30.....	51 50	A. S. Ball, M. D.....	5 00
S. S., for library.....	20 00	B. H. Field.....	10 00
Warren, Cong. church S. S., for lib'y	20 00	Julia F. Noyes.....	20 00
West Springfield, 1st Cong. church..	18 75	James L. Banks, M. D.....	10 00
Whitinsville, Estate of E. W. Fletcher,		R. M. Olyphant.....	50 00
per C. P. Whitin, Ex.....	100 00	M. A. Strong.....	5 00
RHODE ISLAND.		James Baker.....	5 00
Providence, A. G. Stillwell, for lib'y.	20 00	Cash \$10; a Friend \$25.....	35 00
Late Mrs. Benjamin Hoppin.....	200 00	S. R. Stone.....	30 00
CONNECTICUT.		Wm. P. Douglass \$50; L. T. L. \$5..	55 00
Clinton, Dr. D. H. Hubbard.....	15 00	M. Armstrong.....	25 00
Colchester, Cong. church, add'l.....	50	Geo. D. Phelps.....	10 00
Ellington, Daniel A. Peck.....	1 00	J. H. L. \$5; Cash \$5.....	10 00
S. S., Cong. church.....	10 00	Mrs. J. X. McLanahan.....	10 00
" " ".....	8 00	Geo. F. Betts.....	15 00
Greenwich, Cong. church.....	81 70	N. Fisher.....	10 00
Hartford, Rev. Dr. Childs.....	5 00	A. F. Pearse.....	5 00
Litchfield, Mrs. S. A. Phelps.....	1 00	Fred. A. Libbey, lib's \$30; Cash \$25	85 00
1st Cong. church.....	52 00	A Lady, 5 libraries.....	100 00
Middletown, South Cong. church.....	18 00	North Parma, Bap. church.....	3 50
New Haven, Lyman Osborn.....	10 00	Free Bap. church.....	5 80
North Canaan, Cong. church.....	20 20	Free M. E. church.....	13 12
Rockville, 1st " " S. S., lib.	26 90	Oneida, Pres. S. S., for library.....	20 00
Sufield, " " ".....	20 00	Orient, Cong. church, additional....	1 00
West Killingly, John D. Bigelow, to		Perry, Bap. " ".....	3 80
const. Geo. A. Jepherson, L. M.....	30 00	Perry Centre, Cong. church, Rev. J.	
Wilton, Cong. church.....	20 00	P. Root \$20; others \$10 52, to con.	
Wolcottville, Cong. church.....	29 30	Rev. J. P. Root, L. M.....	30 52
NEW YORK.		Pulaski, Cong. church.....	9 13
Albany, Mr. and Mrs. P. Monteath;		Sailors' Snug Harbor, "The chief of	
Miss H. Monteath, and Mrs. Short-		sinner".....	17 00
tin, for library.....	20 00	Saugerties, Ref. church.....	18 75
T. R. Ransom.....	25	Schenectady, Pres. church S. S. class	
Brooklyn, Elm Place Cong. church		\$17 for library.....	20 00
S. S. Miss. Ass'n for library.....	20 00	Scipio, Bap. church.....	5 00
Buffalo, Bush & Howard.....	100 00	Virgil, Pres. church.....	2 00
Henry Childs.....	25 00	Weedsport, Pres. church.....	10 50
Camillus, Bap. church.....	6 19	M. E. church.....	9 00
M. E. church.....	4 53	NEW JERSEY.	
Cazenovia, B. T. Clark.....	1 00	Clayton, Rev. Alex. Proudft, lib'y...	20 00
Clarence, M. E. church.....	7 35	Madison, Pres. church.....	74 67
M. E. church, German.....	1 71	New Brunswick, Infant class 1st Ref.	
Pres.....	6 07	church, for library.....	20 00
German Ref. church.....	3 19	Stanley, Mrs. Sarah O. Bonnell.....	2 00
Church of the Disciples.....	1 68	Stewartville, D. Hulshizer.....	10 01
East Pembroke, Rev. G. S. Corwin,		Summit, S. S., Central Pres. ch., lib'y	20 00
to const. Miss Clara Briggs, L. M.	30 00	Trenton, 3rd Pres. church.....	50 00
Fort Plain, Ref. church.....	6 00	PENNSYLVANIA.	
Gravesend, Ref. church, of wh., with		Jeffersonville, Mrs. F. Whiting.....	1 50
prev. donations, to const. Mr. S.		Linwood, Mrs. S. W. Hall.....	4 00
A. P. Stockwell, L. M.....	23 65	DELAWARE.	
Herkimer, M. E. church.....	1 50	Wilmington, Mrs. S. F. Dupont.....	5 00
Ref. church, in part.....	12 75	MICHIGAN.	
Huntington, Rev. S. T. Carter.....	2 00	Detroit, Mrs. J. S. Newbery, lib'y....	20 00
Leyard, M. E. church.....	5 38	Rev. W. W. Aikman, D. D.....	5 00
Mohawk, Ref. church.....	5 60	ILLINOIS.	
Mr. Cowles.....	1 00	Dundee, Cong. church S. S., lib'y....	20 00
New Hamburg, Mrs Sarah Millard		IOWA.	
and daughter, acknowledged as		Knoxville, Mrs. F. L. Savage.....	1 00
from friend.....	60 00		
New Paltz, Ref. Dutch church.....	16 00		
New York City, Mrs. L. S. Tapscott..	2 00		



April, Published by the American Seamen's Friend Society. 1874.

A Young Sailor's Gratitude.

Some years ago a young sailor, ragged, shoeless, and penniless, begged permission one night to sleep in the stable at the "White Lion," Monsel, near Godalming. The hostler gave him leave; but the master hearing of it, ordered him off the premises.

The hostler, who had perhaps been in Jack's circumstances, recommended him to apply at a widow's cottage in the village, which he did.

The widow gave him shelter in her cottage, some straw for a bed, a basin of milk for supper, and another for breakfast next morning, and sixpence to help him on his way to London, desiring him to call on her daughter (who was cook at the "Castle," at Kingston) for further assistance.

A few weeks afterwards the widow received a letter, desiring her to meet a person on particular business, at the "Spur Inn," in the Borough. After consulting with her neighbours about the formidable journey, she undertook it, and was met at the inn by an elderly gentleman and a young one. She said he had the advantage of her.

"Do you know me, mother!" said the youth; "did you not give me shelter, supper, &c., when I was weary and destitute? I have not forgotten it. I had run away from my friends, been to sea, and was returning home in that state, when you showed me so much kindness. And

now my uncle is come with me to settle on you ten pounds per annum for life."

This was done, and received by the widow as long as she lived.

The above can be attested by persons living at Monsel, and by a relation of the widow now living.—*From "The Sailors' Magazine."*

Why He Got the Place.

A young man went into the office of one of the largest dry-goods importing houses in New York, and asked for a situation. He was told to come again.

Going down Broadway that same afternoon, opposite the Astor House, an old apple woman trying to cross the street was struck by a stage, knocked down, and her basket of apples sent scattering in the gutter.

This young man stepped out from the passing crowd, helped up the old lady, put her apples into her basket, and went on his way, forgetting the incident.

When he called again upon the importers he was asked to name his price which was accepted immediately, and he went to work.

Nearly a year afterward he was called aside one day and asked if he remembered assisting an old apple woman in Broadway to pick up a basket of apples, and, much to his surprise, learned why he obtained a situation when more than one hundred others were desiring the same place.

BOSTON, MASS., Jan. 30th, 1874.

American Seamen's Friend Society.

GENTLEMEN:—Library No. 4 059 placed on board my vessel by your excellent Society, has been of much service to myself and crew. The second day from port being Sabbath, as is my custom, I assembled my crew for divine service and at the close I brought out the library and explained to them how a good man had given his money to buy books for seamen. They each selected one and retired, and in short time were busily employed in reading. The result has been that we have had no profane or obscene language on board, and upon arrival in Boston they all signed the temperance pledge, and instead of being dissipated and profane they now attend church, respectfully clothed and in their right mind. This is the direct result of library No. 4,059. I rejoice to know what your excellent Society is doing for the men of the sea. To the donor of this library I would say, God bless you my brother, and should it be our lot never to meet in this world, bye and bye we will meet, with many saved by your influence.

With many thanks I am,

Yours fraternally,

JOHN CHISHOLM,

Master schr. Emeline.

Switched Off.

"Yes, mother, I know; but then you see my good feelings only last a moment."

So said my boy to me last evening, in answer to my appeal.

"I know it, Henry," said I; "but how long does it take you to switch off a locomotive on the wrong track? Once started on the wrong track, no matter how smoothly and swiftly it may run, it is running to destruction. On the other hand, a moment only, and the switch-tender will have put the locomotive on the right track, and the cars will go safely."

"So with the heart. It takes only a moment to pray sincerely, 'Lord, save me.' It takes only a moment to say from the heart, 'Lord, give me the Holy Spirit; make me thy child; do not leave me; let me not leave thee.'"

"On the other hand, it takes but a moment to say, 'Pshaw! what's the use? I don't care!' It takes only a moment to say, 'I'm not going to be laughed at for being a Christian, I know.' It takes but a moment to drive the Spirit of God away, by simply diverting the mind, which may be done in many ways.

"And so the soul may be switched on to the right track or on to the wrong track in a moment of time, and either run safely to the end of life by God's grace, or run swiftly and surely to destruction."

A Touching Incident.

A wealthy lady was invited one Sunday by a friend to visit the chapel of the Five Points Mission, and listen to the superior singing of those hundreds of little waifs for whom this charity is doing such a noble work.

On arriving home she noticed the loss of a sleeve-button, the initials of which were set with diamonds, and immediately ordered her coachman to return with a note to the superintendent, stating her loss, and enclosing a handsome reward to the one who had found it.

In the meantime, a little girl, one of the day scholars, started for her poor, meagre home, and in the hall near the door picked up the button, and as she stood for a moment admiring its sparkling beauty, a notoriously bad boy in the street snatched it from her hand, and ran down an alley.

She at once informed the superintendent, who started in pursuit, and succeeded in obtaining the costly jewel without much trouble, and at once despatched it to the owner by the servant in waiting. Then calling the little girl, he said: "Annie, the lady who has lost that button has

sent me some money to buy a present for the finder; now what will you have?

O, sir! can I have anything I want?"

"Anything in reason, child."

"Then, sir, please get me a pair of button boots," she exclaimed, clapping her hands in delight.

Christ.

He is a path,
If any be misled;
He is a robe,
If any naked be;
If any chance to hunger,
He is bread;
If any be a bondman,
He is free;
If any be but weak,
How strong is he!
To dead men
Life he is;
To sick men, health;
To blind men, sight;
And to needy, wealth;
A pleasure without loss,
A treasure without stealth.

"As the Twig is Bent, the Tree's Inclined."

Ali Shind, one of the Rajahs of India, was noted for the uprightness of his dealings, and for his nice sense of honor even towards the lowest of his subjects. One day while out hunting with his courtiers he became hungry, and ordered some of the game they had taken to be dressed for an immediate repast. This requirement had been anticipated by his attendants, and they had brought with them bread, sauces, plates, and all they needed—all except salt, which had been forgotten. There was, however, a village near by, and a boy was hastily despatched to procure some. The Rajah hearing the order given, called after the lad to inquire whether he had taken any money to pay for the salt. At this his attendants expressed some surprise, wondering that so great a man should trouble himself about such trifles, and adding, that those who had the happiness of living under his dominion had no right to murmur if

he should claim at their hands gifts of much greater value than a handful of salt. "Justice," replied the Rajah, "is of as much importance in *little* as in great matters; and the fact of my conferring benefits on my subjects, at one time gives me no right to oppress them in the smallest particular at another. All the wrongs and oppressions under which mankind groan began in *little* things, and if we would prevent great sins or great calamities, we must strive against the *beginnings* of evil." Let our young readers mark this, and if they desire to become good and great men, let them in *childhood* form habits of integrity, virtue and piety.

An Orphan's Prayer.

A dear little girl, has been taught to pray specially for her father. He had been suddenly taken away. Kneeling at her evening devotion, her pleading eyes met her mother's. She sobbed: "O mother! I cannot leave him all out! Let me say 'Thank God that I had a dear father once,' so I can keep him in my prayers." Many stricken hearts may learn a sweet lesson from this little child.

A SEA CAPTAIN, invited to meet the committee of a society for the evangelization of Africa, when asked "Do subjects of King Dahomey keep Sunday?" replied: "Yes, and everything else they can lay their hands on."

BEGIN every day with a prayer. It is the golden key that unlocks heaven to pour down blessings on you. End every day with a prayer. It is the same golden key that locks you up under heaven's protection.

American Seamen's Friend Society.

E. P. BUOK, *President.*

S. H. HALL, D. D., *Cor. Sec. & Treas.*

L. P. HUBBARD, *Financial Agent.*

80 Wall Street, New York.

District Secretaries:

Rev. S. W. HANES, Cong'l House, Boston.

Rev. H. BEEBE, New Haven, Conn.

LIFE MEMBERS AND DIRECTORS.

A payment of Five Dollars makes an Annual Member, and Thirty Dollars at one time constitutes a Life Member; One Hundred Dollars, or a sum which in addition to a previous payment makes One Hundred Dollars, a life Director.

FORM OF A BEQUEST.

"I give and bequeath to THE AMERICAN SEAMEN'S FRIEND SOCIETY, incorporated by the Legislature of New York, in the year 1833, the sum of \$—, to be applied to the charitable uses and purposes of the said Society."

Three witnesses should state that the testator declared this to be his last will and testament, and that they signed it at his request, and in his presence and the presence of each other.

SHIPS' LIBRARIES.

Loan Libraries for ships are furnished at the offices, 80 Wall Street, N. Y., and 13 Cornhill, Boston, at the shortest notice. Bibles and Testaments in various languages may be had either at the office, or at the Depository of the New York Bible Society, 7 Beekman Street.

SAVINGS BANKS FOR SEAMEN.

All respectable Savings' Banks are open to deposits from Seamen, which will be kept safely and secure regular instalments of interest. Seamen's Savings' Banks as such are established in New York, 74-6 Wall Street and 189 Cherry Street, and Boston, Tremont Street, open daily between 10 and 3 o'clock.

SAILORS' HOMES.

LOCATION.	ESTABLISHED BY	KEEPERS.
NEW YORK, 190 Cherry Street.....	Amer. Sea. Friend Society.	Fred'k Alexander.
BOSTON, 99 Purchase Street.....	Boston " " "	Capt. Henry & Robert Smith.
PHILADELPHIA, 422 South Front St..	Penn. " " "	Capt. J. T. Robinson.
WILMINGTON, cor. Front & Dock Sts.	Wilm. Sea. Friend Society.	Capt. W. J. Penton.
CHARLESTON, S. C.....	Charleston Port Society...	Capt. Peter Smith.
MOBILE, Ala.....	Ladies' Sea. Frnd Society.	Geo. Ernst Findeisen.
SAN FRANCISCO, Cal.....	" " "	Mrs. Crabbie.
HONOLULU, S. I.....	Honolulu " " "	

INDEPENDENT SOCIETIES AND PRIVATE SAILOR BOARDING HOUSES.

NEW YORK, 338 Pearl Street.....	Epis. Miss. Soc. for Seamen	Edward Rode.
334 & 336 Pearl Street.....	Private.....	
4 Catharine Lane, (colored).....	do.	G. F. Thompson.
45 Oliver Street.....	do.	Christ. Bowman.
66 do. do.	do.	Charles G. Aufarth.
BOSTON, N. Square, Mariners House..	Boston Seamen's Aid Soc'y.	N. Hamilton.
NEW BEDFORD, 14 Bethel Court.....	Ladies' Br. N. B. P. S.....	Mr. & Mrs. H. G. O. Nye.
BALTIMORE, 65 Thames Street.....	Seamen's Union Bethel Soc.	Edward Kirby.

MARINERS' CHURCHES.

LOCATION.	SUSTAINED BY	MINISTERS
NEW YORK, Catharine, cor. Madison.	New York Port Society....	Rev. E. D. Murphy.
cor. Water and Dover Streets....	Mission " " "	B. F. Millard.
135 Greenwich Street.....	" " "	" "
Foot of Pike Street, E. R.....	Episcopal Miss. Society....	Robt. J. Walker,
Foot of Hubert Street, N. R.....	" " "	H. F. Roberts,
Open air Service, Coenties Slip...	" " "	Isaac Maguire,
Swedish & English, pier 11, N. R.	Methodist	O. G. Hedstrom.
Oliver, cor. Henry Street.....	Baptist.....	J. L. Hodge, D. D.
Cor. Henry and Market Streets...	Sea & Land, Presbyterian..	E. Hopper, D. D.
BROOKLYN, 8 President Street.....	Am. Sea. Friend Society..	E. O. Bates.
BUFFALO	O. Helland.
ALBANY, Montgomery Street.....	Methodist	P. G. Cook.
BOSTON, cor. Salem & N. Bennet Sts.	Boston Sea. Friend Society	John Miles.
North Square.....	Boston Port Society....	S. H. Hayes.
Cor. Commercial and Lewis Sts..	Baptist Bethel Society....	Geo. S. Noyes.
Richmond Street.....	Episcopal	H. A. Cooke,
PORTLAND, ME., Fore st. n. Custom H	Portland Sea. Frnd Soc'y..	J. P. Robinson.
PROVIDENCE, R. I., 52 Wickenden St	Prov. Sea. Friend Society..	F. Southworth.
NEWPORT, R. I., 51 Long Wharf...	Individual Effort.....	J. W. Thomas.
NEW BEDFORD.....	New Bedford Port Society.	C. H. Malcom, D.D.
PHILADELPHIA, c. Front & Union Sts.	Presbyterian.....	J. D. Butler.
Cor. Shippen and Penn Streets...	Methodist	Vincent Group.
Catharine Street.....	Episcopal	William Major.
Front Street, above Navy Yard...	Baptist	W. B. Erben.
BALTIMORE, cor. Alice & Anna Sts..	Seamen's Un. Bethel Soc..	Joseph Perry.
Cor. Light and Lee Streets.....	Baltimore, S. B.....	Francis McCartney
NORFOLK	American & Norfolk Sea. }	R. R. Murphy.
CHARLESTON, Church, n. Water St..	Friend Societies	E. N. Crane.
SAVANNAH	Amer. Sea. Friend Soc'y...	Wm. B. Yates.
MOBILE, Church Street, near Water.	" " " " "	Richard Webb.
NEW ORLEANS.....	" " " " "	L. H. Pease.

AMERICAN SEAMEN'S FRIEND SOCIETY,

80 Wall Street, New York.

ORGANIZED, MAY, 1823—INCORPORATED, APRIL, 1833.

RICHARD P. BUCK, Esq., *President.*

CAPT. NATH'L BRIGGS, *Vice President.*

Rev. S. H. HALL, D. D., *Cor. Sec'y & Treas.*

L. P. HUBBARD, *Financial Agent.*

OBJECTS. 1.—To improve the social, moral and religious condition of seamen ; to protect them from imposition and fraud ; to prevent them from becoming a curse to each other and the world ; to rescue them from sin and its consequences, and to SAVE THEIR SOULS. 2.—To sanctify commerce, an interest and a power in the earth, second only to religion itself, and make it everywhere serve as the handmaid of Christianity.

MEANS OF ACCOMPLISHMENT. 1.—The preaching of the Gospel by Missionaries and Chaplains, and the maintenance of Bethel Churches in the principal ports of this and foreign countries. In addition to its Chaplaincies in the United States, the Society has stations in CHINA, JAPAN, the SANDWICH ISLANDS, CHILI, BRAZIL, FRANCE, ITALY, BELGIUM, DENMARK, NORWAY, SWEDEN, NEW BRUNSWICK, &c., and will establish others as its funds shall allow. Besides preaching the Gospel to seamen on ship-board and on shore, and to those who do business upon our inland waters, Chaplains visit the sick and dying, and as far as possible supply the place of parents and friends.

2.—The monthly publication of the SAILORS' MAGAZINE and SEAMEN'S FRIEND, designed to collect and communicate information, and to enlist the sympathy and co-operation of Christians of every name, in securing the objects of the Society. The last of these publications, the SEAMEN'S FRIEND, is gratuitously furnished to chaplains and Missionaries for distribution among seamen and others. The Society also publishes the LIFE BOAT for the use of Sabbath-schools.

3.—LOAN LIBRARIES, composed of carefully selected, instructive, and entertaining books, put up in cases containing between forty and fifty volumes each, for the use of ships' officers and crews, and placed as a general thing, in the care of converted sailors, who thus become for the time, effective missionaries among their shipmates. This plan of sea-missions contemplates much more than the placing of a Christian Library on ship-board, in that, (1) It places the library in the hands of an individual who takes it for the purpose of doing good with it, and who becomes morally responsible for the use made of it. (2) It places the library in the fore-castle—the sailors' own apartment. (3) It contemplates a connection between the missionary and the individual who furnishes the instrument with which he works. The donor of each library is informed, if he requests it, when and where it goes, and to whom it is entrusted ; and whatever of interest is heard from it, is communicated. The whole number of libraries sent out by the Society, is 4,400 containing 190,000 volumes. Calculating frequent re-shipments, they have been accessible to probably 190,000 men. Over eight hundred hopeful conversions at sea have been reported as traceable to this instrumentality. A large proportion of these libraries have been provided by special contributions from Sabbath schools, and are frequently heard from as doing good service. This work may be and should be greatly extended. More than 20,000 American vessels remain to be supplied.

4.—The establishment of SAILORS' HOMES, READING ROOMS, SAVINGS' BANKS, the distribution of BIBLES, TRACTS, &c.

The SAILORS' HOME, 190 Cherry St., New York, is the property and under the direction of the Society. It was opened in 1842, since which time it has accommodated over 78,000 boarders. This one Institution has saved to seamen and their relatives, \$1,500,000. The moral and religious influence on the seamen sheltered there, can not be estimated. More or less shipwrecked seamen are constantly provided for at the Home. A Missionary of the Society is in daily attendance, and religious meetings are held on week day evenings. Similar institutions exist, in other cities, under the care of auxiliary Societies.

NOTE.—Twenty dollars contributed by any individual or Sabbath-school, will send a Library to sea, in the name of the donor. Thirty dollars makes a Life-Member ; One Hundred dollars a Life Director. The SAILORS' MAGAZINE is, when asked for, sent gratuitously to Pastors, who take a yearly collection for the cause, and to Life-Members and Directors, upon an annual request for the same.